

THE COMPREHENSIVE PLAN FOR BROOKLYN

A VISION FOR
A HEALTHIER,
MORE EQUITABLE
BOROUGH



Produced by the Office of Brooklyn Borough President Antonio Reynoso, in partnership with
the Regional Plan Association, the New York Academy of Medicine, and Hester Street
October 2023



THE
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ACADEMY
OF MEDICINE

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ACKNOWLEDGEMENTS

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Funded by Office of Brooklyn Borough
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Letter from the Borough President



I am so proud to represent Brooklyn, the greatest borough in the City of New York. Our borough's diversity gives it strength — we have more than 2.73 million people living in 77 neighborhoods, representing over 100 countries and speaking more than 150 languages!

Yet what neighborhood you call home shouldn't influence the opportunities you have access to, your safety, or your health. It shouldn't mean that you'll face dangerously unbearable heat in the summer or travel farther just to make a living wage. But right now, in Brooklyn, our health and well-being depend greatly on where we live.

This pattern of inequities in our borough is the consequence of our city's failure to plan for public health — or even to *plan* at all. Instead of doing what most large cities across the world do by creating a long-term comprehensive plan to guide our growth and development, in New York City, we zone. That's it. We don't plan, we just zone. We add housing here, we open up a new school there, and we make piecemeal changes that fail to think of the bigger picture. We deepen disparities instead of solving for them.

What does this look like in Brooklyn? Some neighborhoods have seen decades of neglect and disinvestment. Their schools are underfunded, their healthcare options are few and far between, their transit is inaccessible and inconvenient. Other neighborhoods, however, have seen tremendous investment. They have new and growing cultural institutions, excellent schools, and clean streets lined with trees and open businesses. The disparity when it comes to housing development is just as intense. In the last 10 years, the majority of new development has been concentrated in a handful of Brooklyn neighborhoods, while other areas of the borough have created almost no new housing in decades.

This haphazard approach to New York's growth is how we got where we are today — in the midst of a profound housing crisis and with unplanned neighborhoods that fail those who live in them. The question then becomes: how do we get ourselves out of this crisis? How do we bring balance to our borough, heal communities, and open up opportunities in the areas that are rich in resources but decades behind in housing development? The answer is to return to the heart of why we plan — for people to have what they need to be happy and healthy — and create the first boroughwide comprehensive plan that this city has ever seen.

Our comprehensive plan is many things at once: 1) It is a vision of a Brooklyn for all. 2) It is a recognition that the well-being of a neighborhood and of our borough is dictated by how we use our land, allocate our funding, and administer our programs. 3) It's a tool with which we can measure the merits of a proposal, advocate for community needs, and push for changes to our neighborhoods that make sense. 4) It is an information and data resource that can be useful to anyone and everyone. 5) And, critically, it is a space where dialogue can coalesce and a comprehensive plan for our entire city can grow.

As Borough President, there are limitations to what my comprehensive plan can do. I cannot implement it all on my own, nor can I make it law or promise it will outlive my time in office — that will be up to my successor. I can promise, however, that what drives this project is my firm belief that this is the right thing to do for Brooklyn. I can promise that this plan is *for* the community and therefore must be *by* the community, and as such will live and evolve with the hopes and needs of the people of Brooklyn. And I can promise that if we work together, guided by the greater good, we can accomplish a Brooklyn for all.

Sincerely,

Antonio Reynoso
Brooklyn Borough President

Executive Summary

Almost every major city in the world except New York City has a long-term, comprehensive plan to guide growth and development. Despite various local and citywide zoning-focused, issue-based, or geographically specific planning efforts, the need for a true comprehensive plan — encompassing all areas of urban planning, all aspects of city governance, and all of its diverse neighborhoods — remains acute and unfulfilled.

For too long, NYC decision-makers have been forced to make choices about development projects and resource allocations without this greater context. We've seen time and again that planning issues do not occur in isolation, and we cannot solve entrenched problems on a site-by-site, or issue-by-issue, basis. The Comprehensive Plan for Brooklyn ("The Plan") provides this framework at the borough level.

Analyzing data across multiple metrics, patterns emerge in which low-income neighborhoods of color are less likely to have access to safe and affordable housing, healthy food, reliable transportation, quality educational and employment opportunities, active recreation, and preventative health services. The Plan examines all of these, with a focus on two deeply intertwined issues: housing and health.

The Plan's creation began shortly after Borough President Reynoso took office in January 2022. His office led the process, the Regional Plan Association (RPA) and New York Academy of Medicine (NYAM) provided support with data collection and analysis, and Hester Street provided support with outreach and engagement. An Advisory Committee of over 25 organizations from throughout the borough provided feedback and guidance along the way. The team engaged the public multiple times, including two in-person public workshops held at Borough Hall, public presentations to Brooklyn's community boards, and an online survey covering the draft recommendations.

Existing Conditions

The Plan begins with a thorough analysis of Existing Conditions in Brooklyn, created in partnership with RPA and NYAM, divided into eight sections:

Demographic: Brooklyn is New York City's largest borough, with an estimated population of 2.73 million. The borough is also incredibly diverse, with residents from over 100 countries and more than 150 languages. Brooklyn's racial and ethnic makeup is approximately 35% non-Hispanic white, 27% Black or African American, 13% Asian, 4% two or more races, 0.9% American Indian or Alaska Native, 0.1% Native Hawaiian and other Pacific Islander, and 19% Hispanic or Latin American of any race. Despite the borough's diversity, racial groups tend to be clustered together in ways that perpetuate segregation. As a result, there are stark disparities in socioeconomic factors and public health outcomes.

Socioeconomic: Between 2010-2020, seven out of 10 New York neighborhoods with the highest income growth were in Brooklyn, underscoring the borough's prominent position in the city's economy. Yet median household income varies tremendously across the borough, with a difference of nearly \$125,000 between parts of Park Slope and Brownsville. Healthcare and education remain Brooklyn's top employment sectors, accounting for 29% of jobs, followed by the food and hospitality industry (9.4%) and retail (8.9%).

Health: Disparities in the social and physical determinants of health across the borough can result in equally disparate—or sometimes worse—public health outcomes. Life expectancy in Brooklyn can vary as much as twenty years from neighborhood to neighborhood. Across many health metrics, from diabetes, to obesity, to complications in childbirth, we see patterns emerge wherein residents of Eastern Brooklyn tend to have worse outcomes than those living in other neighborhoods.

Land Use and Built Form: Though Brooklyn presents a diversity of land uses across its neighborhoods, more land is devoted to residential use than other uses. Multifamily residential buildings are most common in the northern half of the borough, while one- and two-family homes are more common in the borough's southern half. The manufacturing sector tends to seek proximity to major roadways and industrial waterways.

Open spaces and public facilities are distributed throughout the borough, though certain types are clustered disproportionately in particular neighborhoods. Downtown Brooklyn, the borough's commercial core, contains the bulk of its mixed-use and office buildings. Lower-density commercial buildings are found in outlying residential areas that permit local retail and offices.

Housing: The northern half of the borough has the vast majority of multi-family buildings and has seen the bulk of new development since 2010, including income-restricted and market-rate housing; while neighborhoods such as Park Slope, Carroll Gardens, and Brooklyn Heights saw the largest declines in their housing supply, in some cases losing as many as over 100 units per census tract. Meanwhile, median rent rose more than 20% between 2010-2021, leaving more than half of Brooklyn renters and 46% of its homeowners burdened by housing costs.

Transportation and Utilities: Much of Brooklyn is well-served public transportation; however, transit infrastructure is not evenly distributed. For example, 358 out of 542 subway station pedestrian entrances are concentrated in the borough's northern half. As a result, households in southern Brooklyn tend to have higher levels of automobile use and ownership. Accordingly, those neighborhoods report more frequent and deadly collisions involving pedestrians.

Environmental: Climate change is the most pressing threat to New York City's future. Sea level rise occurring over time is likely to increase coastal flooding during hurricanes and storms, and stormwater flooding poses an increased threat. As the severity of storms increases, temperatures become more extreme and heat waves become more common, the impacts of these changes will hit some communities much harder than others.

Neighborhood Conditions: This section examines other factors that influence health outcomes, such as cleanliness, freedom from violent crime, quality of schools, and presence of supportive community organizations. These indicators also serve as strong determinants of physical health, psychological well-being, and quality of life for youth residents raised in a given area. The supportiveness of a community is largely due to the prevalence of accessible healthcare facilities; places of assembly and community events; and schools, youth services, and daycare programs to enable households and families to maintain stability in everyday life and in times of crisis.

Recommendations

Based on the information collected and analyzed, as well as public feedback received, the Brooklyn Borough President's Office (BBPO) developed the following **Goals and Objectives**, as well as specific **Recommendations** for each that are organized into four categories based on the powers of the Borough President: Land Use, Budget, Advocacy, and Outreach. The recommendations can be found starting on page 126.

Healthcare

Goal: Increase access to quality, affordable health care and preventative services

Objectives:

- 1.1** Reduce health care costs
- 1.2** Remove barriers to health care
- 1.3** Reduce complications related to childbirth
- 1.4** Address violence and its public health impacts
- 1.5** Expand programs that provide support for behavioral health issues and substance use disorders

Housing

Goal: Increase access to safe and healthy affordable housing

Objectives:

- 2.1** Develop new affordable housing in keeping with fair housing principles, especially in areas where housing production has not kept pace with population growth
- 2.2** Support transit-oriented development
- 2.3** Preserve and improve government-regulated housing, including rent-regulated, income-restricted, and public housing; and protect homeowners from foreclosure

Environmental Conditions

Goal: Reduce exposure to hazardous environmental conditions, including those exacerbated by climate change, that affect the most vulnerable Brooklynites

Objectives:

- 3.1** Complete remediation of toxic sites in the borough
- 3.2** Improve indoor and outdoor air quality
- 3.3** Protect vulnerable populations from high heat
- 3.4** Plan for climate change and prepare for future disasters

Active Living and Transit

Goal: Encourage and facilitate a lifestyle that prioritizes physical activity in everyday routines to reduce chronic diseases through investments in transit and the public realm

Objectives:

- 4.1** Strengthen Brooklyn's cycling, pedestrian, and bus infrastructure
- 4.2** Foster healthy and active public spaces, including transforming public streets into public spaces
- 4.3** Better manage Brooklyn's curb space
- 4.4** Build a safer, more sustainable regional transportation and freight network
- 4.5** Reduce food insecurity and increase access to healthy food

Community Services

Goal: Support local community-based organizations that focus on reducing health disparities

Objectives:

- 5.1** Support community-based organizations through funding and advocacy
- 5.2** Ensure communities with a high number of foreign-born populations have access to translation services, health care facilities, and strong community services
- 5.3** Increase access to quality educational opportunities in Brooklyn

Jobs

Goal: Increase access to employment opportunities and support pathways to well-paying jobs

Objectives:

- 6.1** Maintain and expand opportunities for new manufacturing land
- 6.2** Support Brooklyn's industrial business sector
- 6.3** Support existing and new workforce development programs that increase economic mobility
- 6.4** Retain and expand Brooklyn-based small businesses

Accessibility

Goal: Integrate planning for accessibility

Objectives:

- 7.1** Ensure Brooklyn is a welcoming place to people with all abilities
- 7.2** Raise the standards for accessibility

Frameworks

The Plan also includes four frameworks that apply these recommendations spatially in the borough and will guide the Borough President's land use strategies. They are:

Housing Growth & Parking Demand Management: With a focus on southern and eastern Brooklyn, where housing growth has not kept pace with population growth and lack of transit access leads to more vehicle miles traveled, this framework recommends housing growth furthering fair transit-oriented development (within a half-mile of existing and proposed mass transit), and less congested streets.

Health & Wellness Economy: With a focus on eastern Brooklyn, where data shows disparate health outcomes compared to the rest of the borough, and southeast Brooklyn, where many healthcare workers live, this framework facilitates stronger community services, reduced barriers to care, and better health outcomes.

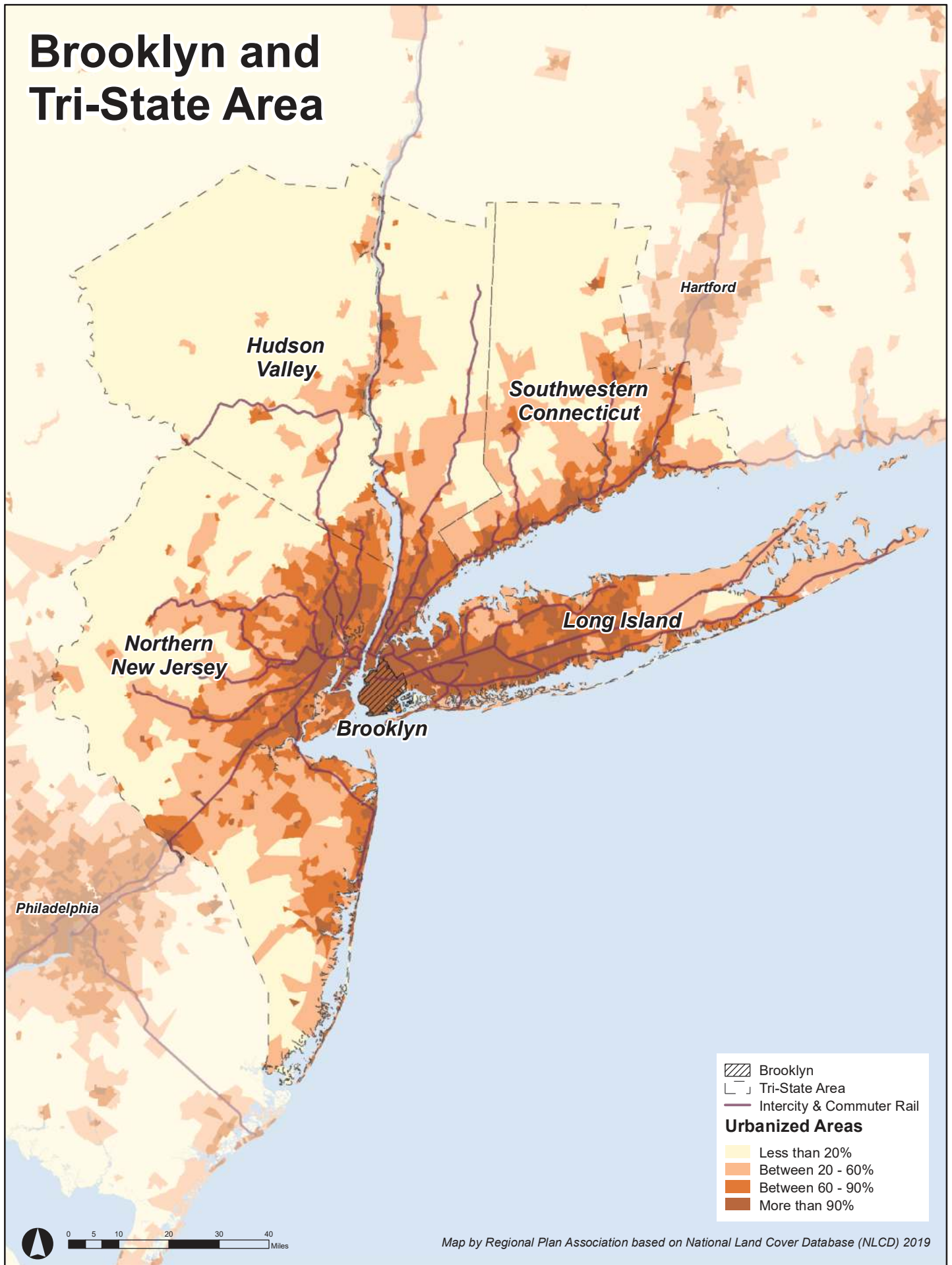
Healthy Streets & Environment: With a focus on northern and central Brooklyn, where crash rates are high and environmental justice is a pressing concern, this framework facilitates complete streets, accessible neighborhoods, better air quality, and remediation of toxic sites.

Resilient Infrastructure & Jobs: With a focus on the borough's waterfront and industrial areas, this framework facilitates industrial job growth, new multimodal options for freight delivery, and a resilient waterfront, all of which create opportunities to build Brooklyn's green economy.

Next Steps

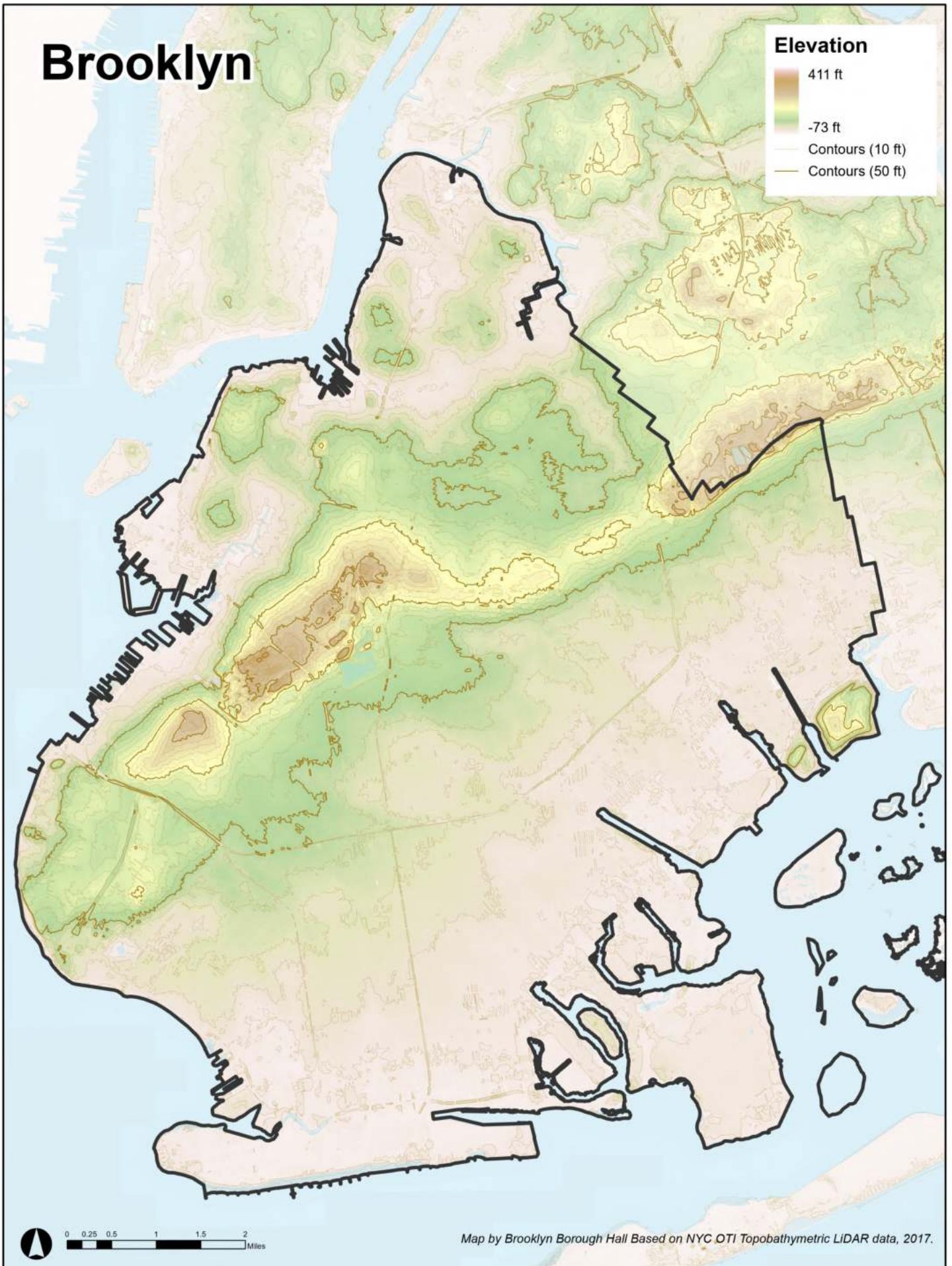
The Borough President will begin to use the plan immediately as a guiding document for all projects that come to his office during public review. The Borough President is also committed to ongoing engagement and outreach to see that as many of our 2.73 million Brooklynites as possible are aware of the Plan. The Brooklyn Borough President's Office (BBPO) will continually collect and review feedback from the public at testimony@brooklynbp.nyc.gov. Based on receiving new public comments, as new research or datasets are released, and as legislation is passed, the Borough President has committed to reviewing the plan and issuing updates on a yearly basis, as well as take on special projects and work resulting from the recommendations.

Brooklyn and Tri-State Area



Brooklyn

Elevation



Map by Brooklyn Borough Hall Based on NYC OTI Topobathymetric LiDAR data, 2017.

Neighborhoods



Map by Regional Plan Association based on
Neighborhood Names from NYC Department of City Planning

Introduction

Almost every major city in the world has a long-term, comprehensive plan to guide growth and development — except New York City.

London has the London Plan, Hong Kong has Hong Kong 2030, Lagos the Development Plan 2052, Sao Paulo the Urban Management SP, Sydney the Greater Sydney Region Plan, Delhi the Development Authority Master Plan, Mexico City the General Development Plan, Bogotá the Territorial Arrangement Plan 2035. In the United States, most large cities have also developed comprehensive plans. New York City is unique among its peers for not having undertaken a similar effort.

Though New York City has traditionally produced various waterfront plans, housing plans, and jobs plans, a comprehensive plan is different because it focuses on the city as a whole. Issues such as rising housing costs, basement flooding in homes, and overcrowded schools are cyclical, deeply intertwined, and do not recognize political boundaries. A housing plan is unachievable if land use does not allow for new residential development. A waterfront plan will languish if funding is not allocated to realize its goals. A jobs plan is just a “wish list” if policies are not put in place to support workers and businesses.

Despite various local and citywide zoning-focused, issue-based, or geographically specific planning efforts, the need for a true comprehensive plan—encompassing all areas of urban planning, all aspects of city governance, and all of its diverse neighborhoods—remains acute and unfulfilled. For too long, NYC decision-makers have been forced to make choices about development projects and resource allocations without this greater context. We’ve seen time and again that planning issues do not occur in isolation, and we cannot solve entrenched problems on a site-by-site basis.

Comprehensive planning allows us to take a sober look at local challenges, understand the scope of their impact, and develop holistic, responsive approaches to meet those challenges. The Comprehensive Plan for Brooklyn (“The Plan”) provides this framework at the borough level. Ideally, it would be just one part of a comprehensive regional plan with all the actors involved in implementation at the table.

This plan is *not* a substitute for a citywide comprehensive plan or ongoing local planning efforts. It is not a rezoning, and it is not something the Borough President can implement on his own. However, it *is* intended to inform the Borough President’s land use decisions and recommendations, and to provide shared data and information to all Brooklyn stakeholders.

The Plan focuses on two deeply intertwined issues: housing and health. Ultimately, public health is about access – to healthy and affordable housing, accessible and affordable health care, a range of transportation options, quality education and employment opportunities, and safe and resilient communities. Conversely, lack of access to these necessities can lead to poor health outcomes. All of this is linked to land use choices.

The Plan aims to address these inequities and create a borough where all residents can thrive. The Plan begins with a thorough analysis of Existing Conditions, and presents recommendations based on the data and information presented, as well as input from Brooklynites from across the borough. It is a living document, intended to be updated and responsive to new needs in Brooklyn’s many communities. We look forward to working with the people of Brooklyn to use this vision to shape our borough’s future.

Methodology

A comprehensive plan is not a small undertaking. A quality outcome depends upon the input of traditional experts as well as community experts – people studying the issues and people experiencing the issues on the ground. The following is a timeline of how the Brooklyn Borough President’s Office (BBPO) developed this plan:

- **February 2022:** The project kicked off with a partnership between BBPO, the Regional Plan Association (RPA) and the New York Academy of Medicine (NYAM) to compile data and information on existing conditions in the borough, with a particular focus public health and the disparate impacts on health by race and income.
- **May 2022:** BBPO formed and convened the Advisory Committee, made up of approximately 25 invited non-profit, government, and academic institutions and organizations across the borough. Representatives of these organizations provided their expertise and supported ongoing community engagement efforts throughout this process. They provided input on key data indicators and identified potential recommendations based on the Existing Conditions.
- **November 2022:** BBPO, RPA, and NYAM publicly released the Draft Existing Conditions Report. This document referenced over 100 maps of the borough and associated data analysis in eight topic areas: Demographic, Socioeconomic, Health, Land Use and Built Form, Housing, Transportation and Utilities, Environmental, and Neighborhood Conditions. An updated version of this document is included starting on page 14. BBPO posted the Draft Report on their website and included an online form where anyone could provide feedback.
- **November 2022:** BBPO presented the Draft Existing Conditions Report findings at the monthly meeting of the Brooklyn Borough Board, which includes representatives from all Brooklyn community boards and the Brooklyn Delegation of the New York City Council.
- **November 2022:** Hester Street joined as Engagement Partner for the process and began working with BBPO to develop a strategy for maximizing public input.
- **December 2022:** BBPO, RPA, and NYAM held a public town hall to present the Draft Existing Conditions report. Held in person at Brooklyn Borough Hall, this event invited participants to review the maps and data and provide their feedback. Discussion focused on how the data matched the participants’ daily experience, and what important indicators were missing from the draft report. See Appendix 3 for a summary of feedback provided.
- **March 2023:** Hester Street led three issue-specific focus groups with representatives from Brooklyn community-based organizations to “deep dive” into health and housing, environmental justice, and the built environment.
- **April 2023:** Based on the data collected and analyzed, as well as feedback received to this point, BBPO developed draft recommendations in seven issue areas: Healthcare, Housing, Environmental Conditions, Active Living, Community Services, Jobs, and Accessibility. (See Appendix 4.)
- **April-May 2023:** BBPO and Hester Street held additional general and issue-specific stakeholder meetings to gather further feedback.

- **April 2023:** BBPO released an online survey to the public to solicit feedback on the Draft Recommendations. (See the full text in Appendix 4.) Outreach about the survey included:
 - Emails to over 900 representatives of Brooklyn community- and faith-based organizations
 - Promotion by members of the Advisory Committee
 - Emails and social media posts to the Borough President's lists and channels
 - Public ads on LinkNYC kiosks in the borough
 - Distribution of flyers in communities and at local events by BBPO staff.
- **April-May 2023:** BBPO presented the Draft Recommendations to the Borough Board and to 14 of the 18 Brooklyn Community Boards at public meetings of either a board committee or the full board. (BBPO contacted all 18 boards to request these meetings.)
- **May 2023:** BBPO and Hester Street held a public workshop on the Draft Recommendations in person at Borough Hall. Participants were invited to provide feedback in writing or via spoken and recorded testimony.
- **June 2023:** BBPO presented the Draft Recommendations to the Department of City Planning.
- **June 2023:** The public survey on Draft Recommendations closed on June 14 with 241 responses submitted.
 - See Appendix 5 for a full summary of feedback on the Draft Recommendations.
- **June 2023:** BBPO briefed the Brooklyn Delegation of the City Council on the Draft Recommendations
- **October 2023:** released the Plan.

Invited Advisory Committee Members

Arthur Ashe Institute
 Downtown Brooklyn Partnership
 Brooklyn Museum
 Brooklyn Chamber of Commerce
 New Yorkers for Parks
 RiseBoro Community Partnership
 Pratt Center for Community Development
 Bed Stuy Restoration
 Brooklyn Community Foundation
 Chinese-American Planning Council
 Community Service Society
 New York City Department of Health and Mental Hygiene
 New York City Health + Hospitals
 Association for Neighborhood & Housing Development
 New York City Environmental Justice Alliance
 Cypress Hills Local Development Corporation
 Brooklyn Movement Center
 Make the Road NY
 Brooklyn Academy of Music
 Transportation Alternatives
 Coney Island Alliance
 Waterfront Alliance
 The American Association of Retired Persons
 Citizens Housing and Planning Council
 Mutual Housing Association of New York

EXISTING CONDITIONS

This chapter was produced in conjunction with our Data and Research Partners, the Regional Plan Association and the New York Academy of Medicine.



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In November 2022, the Brooklyn Borough President's Office partnered with the Regional Plan Association and the New York Academy of Medicine to release the Draft Existing Conditions report. Consisting of over 100 maps of the borough, the report presented an analysis in eight topic areas: Demographic, Socioeconomic, Health, Land Use and Built Form, Housing, Transportation and Utilities, Environmental, and Neighborhood Conditions.

In December 2022, the Brooklyn Borough President's Office held a public town hall at Borough Hall, where participants reviewed the maps and data and provided feedback through in-depth discussions focused on participants' life experiences. The Borough President's Office (BBPO) published the draft report on their website and received online feedback through an online form throughout January 2023.

This feedback process was fruitful: Brooklynites shared their experiences, reactions, and corrections to the data both in person and online. Hester Street, BBPO's Engagement Partner, synthesized and compiled this feedback, which can be found in full in Appendix 3. Based on this feedback, BBPO has updated and refined the existing conditions report. Changes and a high-level summary of public feedback are summarized after each section.

This chapter is the foundation for the recommendations and land use frameworks that follow, but the hope is it also serves as a useful and versatile atlas for everything Brooklyn.

History of Planning in NYC

The modern history of comprehensive planning in New York City dates back to two efforts in the 1960s. The first was the 1961 citywide revision of the zoning code, under Mayor Robert Wagner, which changed how the City approached land use and development. While other citywide zoning changes have been implemented since, most notably Quality Housing regulations in 1987 and Mandatory Inclusionary Housing (MIH) in 2016, the city's current land-use framework is still largely based on this 62-year-old effort.

While there is a view that the 1961 zoning code functions as New York City's comprehensive plan, Zoning, by nature, is a limited planning tool. By regulating uses and forms, it can limit inappropriate development, but cannot, alone, provide for a city's physical and social needs.

After implementing the 1961 zoning code, the City fully developed and published a comprehensive plan - the 1969 Plan for New York City. This was a true comprehensive planning effort undertaken by then-Mayor John Lindsay, which yielded a statement of existing conditions, specific policy proposals, and a spatial development strategy for each borough. However, this plan was never adopted by the City Council and as such never officially guided development in New York City.

In addition to the 1969 Plan, New York City has produced long-term strategic documents such as PlanNYC, OneNYC, and more recently AdaptNYC. There have also been long-term plans for the region, such as the four regional plans developed by Regional Plan Association (RPA). While these strategic documents have laid out objectives and policies, they have all lacked a land use plan that lays out spatial changes needed to achieve the City's stated goals.

Perhaps the 1969 Plan's greatest legacy is its empowerment of local Community Planning Councils, which have since been superseded by Community Boards (CBs). The rationale was that comprehensive planning should embrace community participation within a greater framework. Today, Brooklyn has 18 CBs each representing a Community District (CD) ranging in population from 50,000 to more than 200,000 residents. CBs (whose members are appointed by Borough Presidents with input from Council Members) provide local input on planning and development, through the Uniform Land Use Review Procedure (ULURP) and their annual District Needs Statements. These statements summarize various data sets and issues of concern to local residents, a valuable component of neighborhood planning.

However, it is rare to see a community that does not want to bolster assets such as parks, transportation capacity, and school seats, while at the same time working to block perceived burdens such

as shelters or sanitation garages, even if such facilities are critical to City or borough functions. Effective planning requires looking at conditions across the borough, and balancing city- or borough-wide objectives with neighborhood needs and desires.

Communities have also been active participants in the 197-a Plan Process, which provides a way for residents to guide long-term planning and development. 197-a Plans, instituted in the 1989 Charter revision, require collaborative visioning around housing, jobs, schools, open space, and other key issues that go beyond zoning recommendations into true comprehensive planning. Community Boards are not the only entities able to sponsor 197a Plans—Borough Boards, Borough Presidents, the Mayor, the Department of City Planning, and the City Planning Commission can initiate the process as well. Moreover, a 197-a Plan does not necessarily need to apply to a single community district—for instance, the City's Waterfront Revitalization Program (WRP) was done through the 197-a Process in 1992.

However, the majority of 197-a Plans have been developed by a community board and apply to that geography. Perhaps the most notable community-based 197-a Plans were the Williamsburg and Greenpoint Waterfront 197-a Plans, which the Department of City Planning used as a basis to push its own rezoning of Greenpoint-Williamsburg, and to create the Greenpoint-Williamsburg Waterfront Master Plan.

Ultimately, 197-a Plans are only as useful as the City's desire and ability to implement them, and the administration has often prioritized citywide goals before, or even in place of, community desires in implementation. As a result, communities now rarely undertake the 197-a planning process and focus instead on codifying protective zoning changes in the Zoning Resolution (ZR). In this way, neighborhoods have also fallen back on zoning as a primary planning tool.

In 2020, the Office of former New York City Council Speaker Corey Johnson published *Planning Together: A New Comprehensive Planning Framework for New York City*. This report proposed legislation that would create a comprehensive planning process and bring coordination to the City's ad-hoc method of planning and implementation. Though this legislation would not alter the present land-use framework, it would address unmet needs by encouraging greater inter-agency alignment and coordination, while providing an essential template for growth and development. The Speaker's legislation failed to pass in the previous City Council term and has yet to be reintroduced. However, support for the idea remains strong among many advocates and elected officials.

A Focus on Housing and Health

Several factors that shape community health, such as the presence of pedestrian-friendly neighborhoods; access to a range of transportation options; levels of violent crime; and access to education, employment, and essential goods and services have been linked to land development and zoning patterns.¹

Similarly, poor living conditions or lack of housing have also been associated with worse health outcomes and morbidity from infectious diseases, chronic illnesses, injuries, poor nutrition, and mental disorders.²

Historically in the United States, marginalized and low-income individuals have fared worse due to redlining, exclusionary zoning, involuntary displacement and other mechanisms of patterned residential segregation.³ As a result, low-income neighborhoods of color are less likely to have access to quality food, transportation, educational and employment opportunities, recreation, and preventative health services.⁴

In New York City, the number of white people living in Brooklyn has risen in recent years, and residential segregation remains high. The dissimilarity index (an indicator measuring the percentage of an area's demographic group needing to move to another neighborhood to achieve complete integration for the area) for Brooklyn is 55.8%, indicating high racial segregation.⁵

Segregation creates “sacrifice zones,” or communities with low environmental quality. Within these “sacrifice zones,” many buildings experience problems, including indoor chemical hazards, extreme heat in the summer and cold in the winter, and mold due to moisture.⁶

Fifteen percent of New York City households report three or more hazards, but the rate is double for Latino and Black households. This figure mirrors the racial disparities in asthma diagnoses across the five boroughs. Further, 90% of childhood lead poisoning cases involve children of color.⁷ Injuries also occur more commonly in low-income households due to substandard housing conditions and a lack of resources to repair them.⁸

¹ Lindberg & Narayan. [Land Use and Community Planning Strategies Can Promote Health Equity](#) (2021)

² Krieger J, Higgins DL. Housing and health: time again for public health action. *Am J Public Health*, 92(5):758-68. doi: 10.2105/ajph.92.5.758. PMID: 11988443; PMCID: PMC1447157 (2022)

³ Swope, C.B, Hernández, D. Housing as a determinant of health equity: a conceptual model. *Soc Sci Med*, 243,112571, 10.1016/j.socscimed.2019.112571 (2019)

⁴ LaVeist TA. Racial segregation and longevity among African Americans: An individual-level analysis. *Health Serv Res*, 38(6):1719-1734 (2003)

⁵ Chronopoulos, T. What's Happened to the People? Gentrification and Racial Segregation in Brooklyn. *J Afr Am St* 24, 549–572 (2020).

⁶ Fisher, E, DeGarmo, E, Griffin, K. [What Housing Resources Exist for My Patients? A Guide for NYC Healthcare Providers](#). The New York Academy of Medicine (2020)

⁷ Mutnick, D, Cuonzo, M, Griffiths, C, Leslie, T, Shuttleworth, J.M. [The City is an Ecosystem Sustainable Education, Policy, and Practice](#). Routledge, London (2022)

⁸ Krieger J, Higgins DL. Housing and health: time again for public health action. *Am J Public Health*, 92(5):758-68. doi: 10.2105/ajph.92.5.758. PMID: 11988443; PMCID: PMC1447157 (2022)

Gentrification, substandard housing, and fear of homelessness have been linked to psychosocial stressors that lead to mental health problems.⁹ Life expectancy in CD 16 (Brownsville), a predominantly Black neighborhood in Brooklyn, is 76 years, while CD 6 (Park Slope and Carroll Gardens), a predominantly white neighborhood, has life expectancy of 82.9 years.¹⁰

As of March 2022, Cypress Hills, Spring Creek, Starrett City, Gateway, and Highland Park, all predominantly communities of color, reported 1,397 COVID-19 deaths per 100,000 people, substantially higher than NYC's overall COVID death rate of 407.55 per 100,000.¹¹ In a 2022 study conducted to explore the relationship between discriminatory historical practices and COVID-19, researchers found that low-income neighborhoods with a predominantly Black and Latino population had a greater risk of infection with COVID-19 than other neighborhoods. A key deterrent to the transmission of COVID-19 was quarantine and isolation during illness, but higher rates of crowding and housing insecurity among communities of color left these communities at higher risk.¹²

Many policies influence housing conditions, including code enforcement, housing stability programs, and design for active living. One key component is planning for affordable housing and housing growth overall, and doing this in an equitable way. Residential development occurs in every neighborhood and represents by far the largest use of the city's land. However, housing growth is not as evenly distributed. Without adequate housing for the city's growing population, residents are forced into overcrowded and expensive accommodations, far from jobs and social networks.

As this Existing Conditions Chapter lays out, both existing housing stock and recent construction are concentrated in certain neighborhoods, many of which are lower-income communities of color concentrated in the northern half of the borough. Yet the distribution of infrastructure across the borough means many other neighborhoods can and should accommodate housing growth.

But this growth needs to be planned deliberately, with an eye toward a healthier, more equitable borough. This plan begins moving that direction through specific recommendations tied to the particular powers of the Borough President, and takes a step back to provide four frameworks to spatially guide these recommendations.

⁹ Ibid

¹⁰ **New York City Community Health Profiles (2019).**

¹¹ Radulescu (2022)

¹² Li & Yuan, et al, Assessing the mechanism of citywide test-trace-isolate Zero-COVID policy and exit strategy of COVID-19 pandemic (2022)

Demographic

Brooklyn is New York City's largest borough with an estimated population of 2.73 million, roughly a third of New York City's population. The borough is also incredibly diverse, with residents from over 100 countries and speaking more than 150 languages. If each of the five boroughs were their own city, Brooklyn would be the second most populous in the United States after Los Angeles. Yet the borough's development has been marred by a painful history of discrimination and opposition to residential integration. As a result, there are stark disparities in socioeconomic factors and public health outcomes.

Between 2010 and 2020, Brooklyn saw the largest population growth of the five boroughs (9%), though it was the only borough where the immigrant population declined (4%).¹³ These figures and the concurrent 10% increase in bachelor's degree attainment suggest an influx of highly educated, wealthier individuals.¹⁴

Brooklyn's racial and ethnic makeup is approximately 35% non-Hispanic white, 27% Black or African American, 13% Asian, 4% two or more races, 0.9% American Indian or Alaska Native, 0.1% Native Hawaiian and other Pacific Islander, and 19% Hispanic or Latin American of any race.¹⁵ Despite the borough's diversity, racial groups tend to be clustered together in ways that perpetuate segregation. The borough's dissimilarity index is 55.8%, meaning that over half of the borough's non-Hispanic white population would have to change residence in order for each neighborhood to be representative of the white population overall.¹⁶

Race and Ethnicity

Most of Brooklyn's Black population is concentrated in its central and eastern neighborhoods. Brooklyn's Asian population is clustered in southwest Brooklyn. The Hispanic/Latino population is concentrated in the borough's northeast, along the Queens border, and its southwest neighborhoods. Brooklyn's white population is mostly found in the western and southern portions of the borough.

Median Age

Generally, Brooklyn's population gets older moving south, except for Borough Park, which has one of the borough's largest concentrations of residents under age 33.

Sex Ratio

While most neighborhoods in the borough have roughly equal proportions of male and female residents (as defined by the US Census, which does not survey for different gender identities), there are pockets where there are more females. Eastern Brooklyn has the widest sex ratio of anywhere in the borough, with a large area of less than 80 male per 100 female residents. Conversely, many areas of Community Districts 1, 10, 12 and the southern half of Community District 14 have modest concentrations of more male residents than female residents (Greenpoint, Williamsburg, Bay Ridge, Dyker Heights, Fort Hamilton, Borough Park, and Midwood).

English Proficiency

In Sunset Park, over 53% of the population self-identifies as "speaking English less than very well." Community districts 1, 11, 13, and 15 also have smaller pockets of populations with limited English proficiency (Greenpoint, Williamsburg, Bensonhurst, Bath Beach, Sea Gate, Coney Island, and Sheepshead Bay, and Homecrest). Other languages spoken in these neighborhoods – besides English – include Spanish, Chinese, Russian, and Yiddish.

Educational Attainment

In many Brooklyn census tracts, less than 21% of people over 25 hold a bachelor's degree. North and northwest Brooklyn neighborhoods have the highest number of residents who are college graduates.

Foreign Born

Generally, the northern half of Brooklyn has a higher percentage of native-born residents (meaning those born in the United States, not necessarily in New York City). In the borough's southern half, (Bensonhurst, Sunset Park, Dyker Heights, Sheepshead Bay, East Flatbush, and Coney Island) have significant foreign-born populations.

¹³ New York City Department of Planning. (2020). Decennial Census Change Over Time 2010 to 2020: Brooklyn. Population. Retrieved from popfactfinder.planning.nyc.gov.

¹⁴ New York City Department of Planning. (2021). American Community Survey Change Over Time (2006-2010 to 2017-2021). Educational Attainment. Retrieved from popfactfinder.planning.nyc.gov.

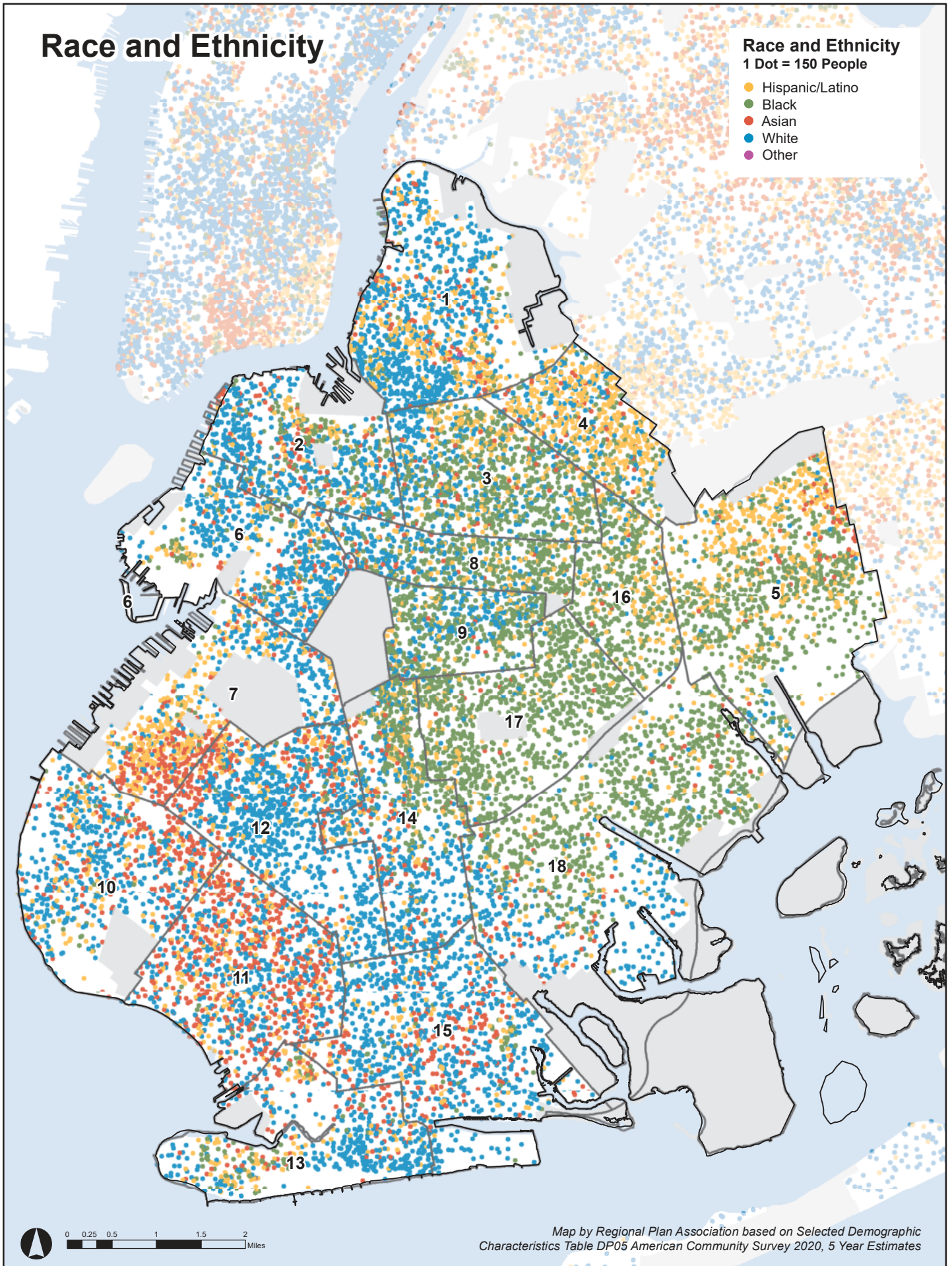
¹⁵ New York City Department of Planning. (2020). Decennial Census 2020: Brooklyn. Mutually Exclusive Race/Hispanic Origin. Retrieved from popfactfinder.planning.nyc.gov.

¹⁶ U.S. Census Bureau, White to Non-White Racial Dissimilarity (5-year estimate) Index for Kings County, NY [RACEDISPARITY036047], retrieved from FRED, Federal Reserve Bank of St. Lo

Race and Ethnicity

Race and Ethnicity
1 Dot = 150 People

- Hispanic/Latino
- Black
- Asian
- White
- Other

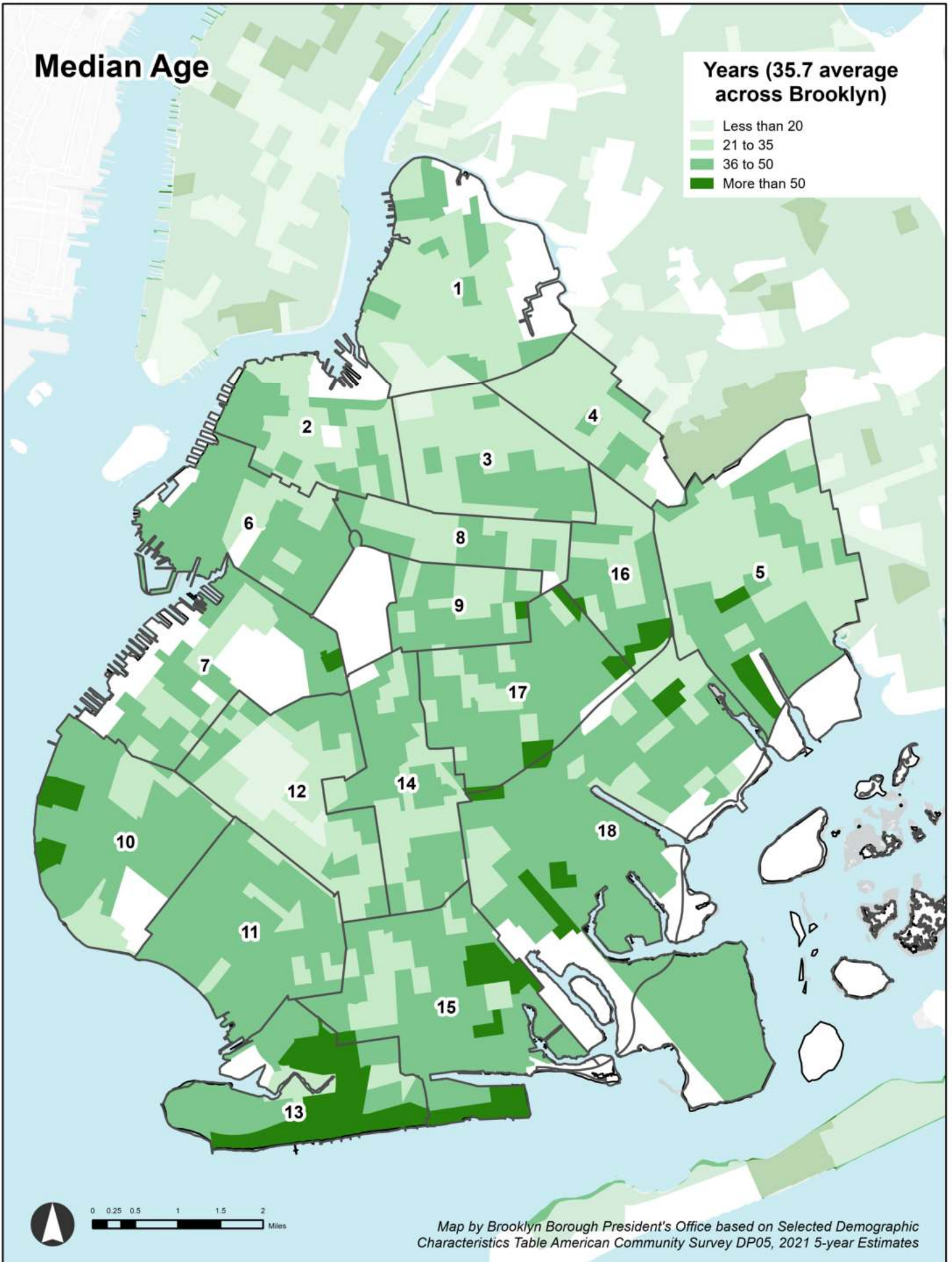


Map by Regional Plan Association based on Selected Demographic Characteristics Table DP05 American Community Survey 2020, 5 Year Estimates

Median Age

Years (35.7 average across Brooklyn)

- Less than 20
- 21 to 35
- 36 to 50
- More than 50

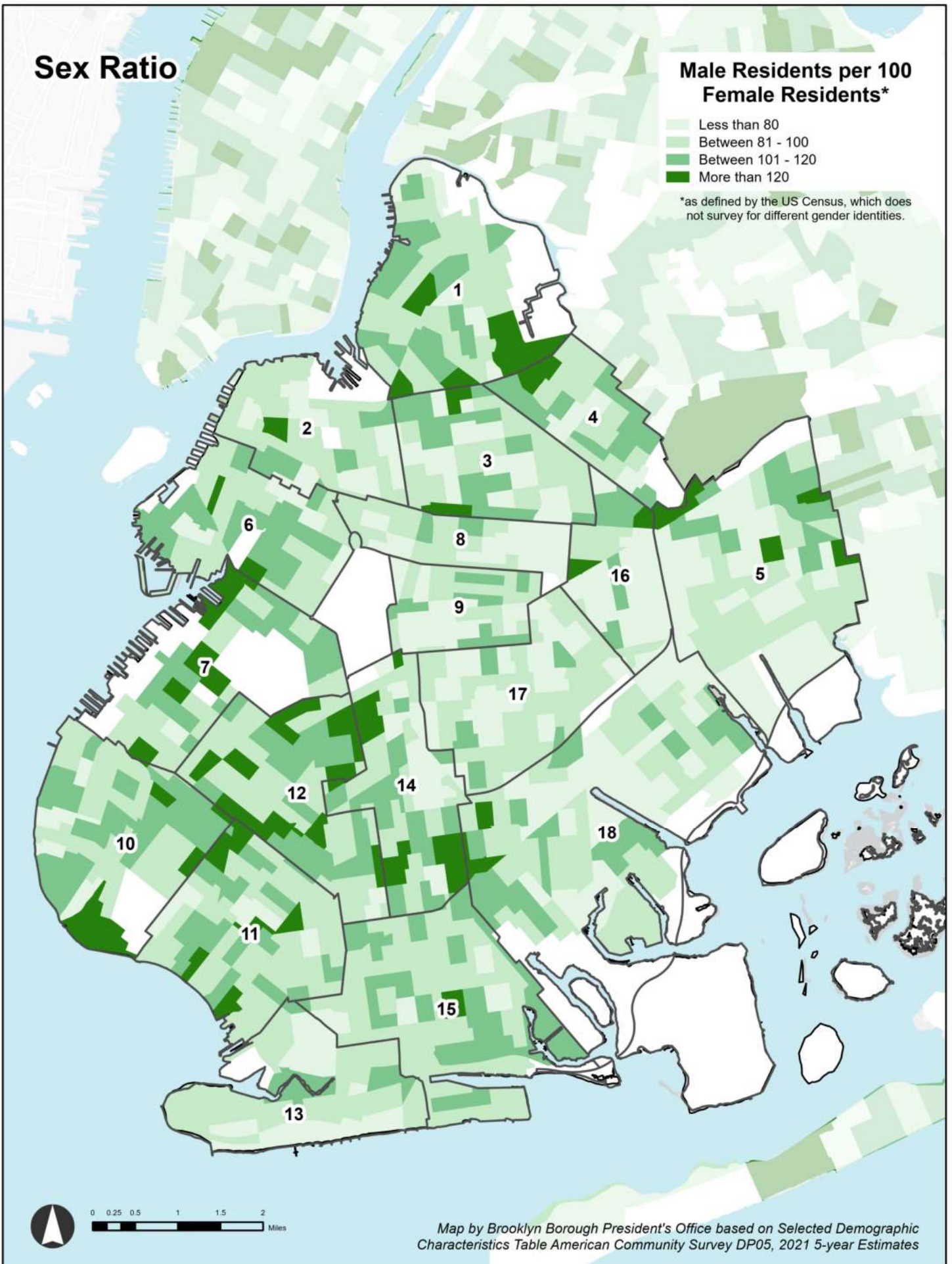


Sex Ratio

Male Residents per 100 Female Residents*

- Less than 80
- Between 81 - 100
- Between 101 - 120
- More than 120

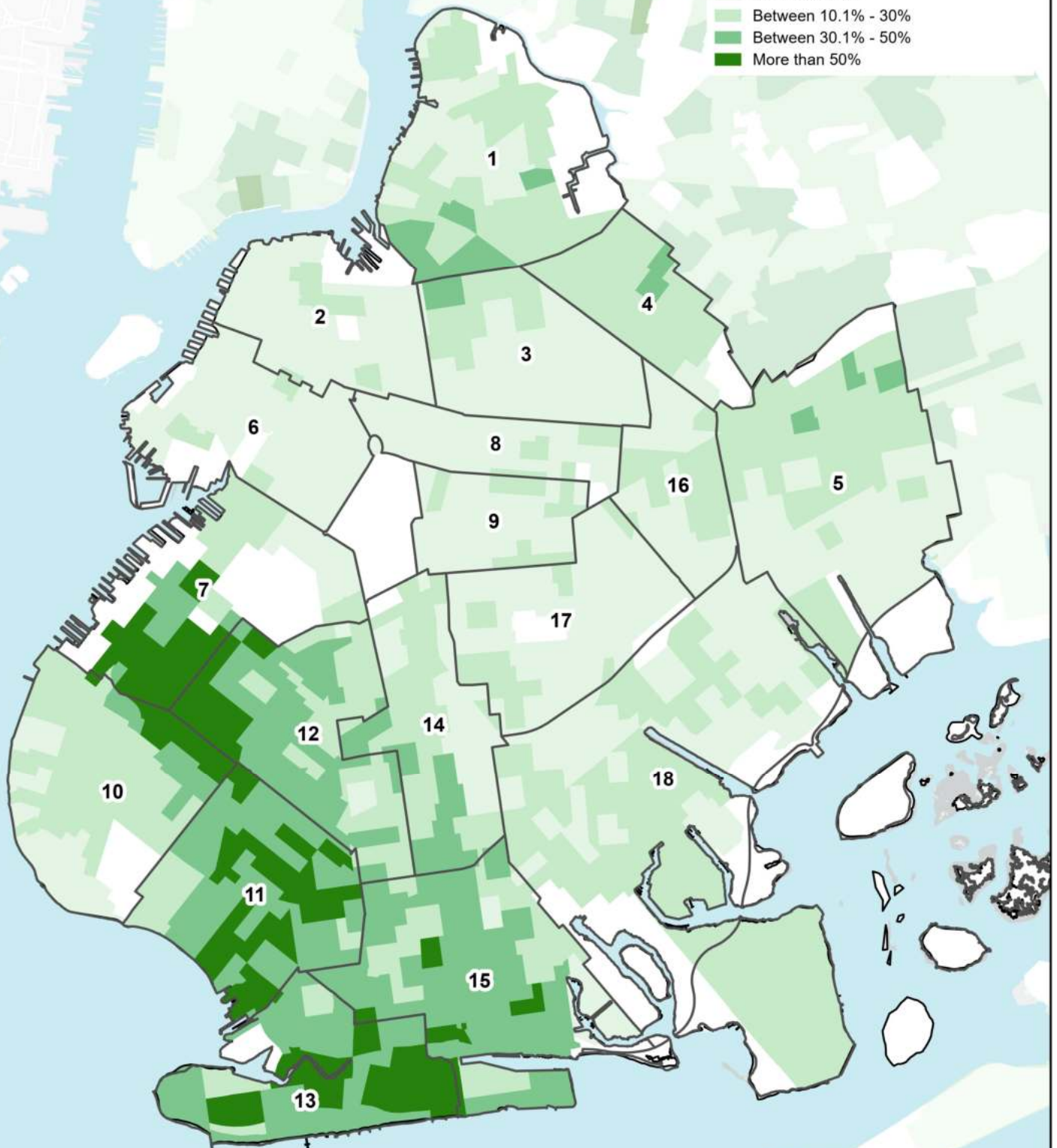
*as defined by the US Census, which does not survey for different gender identities.



Limited English Proficiency

Percent of Residents Speak English "Less Than Very Well"

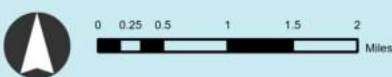
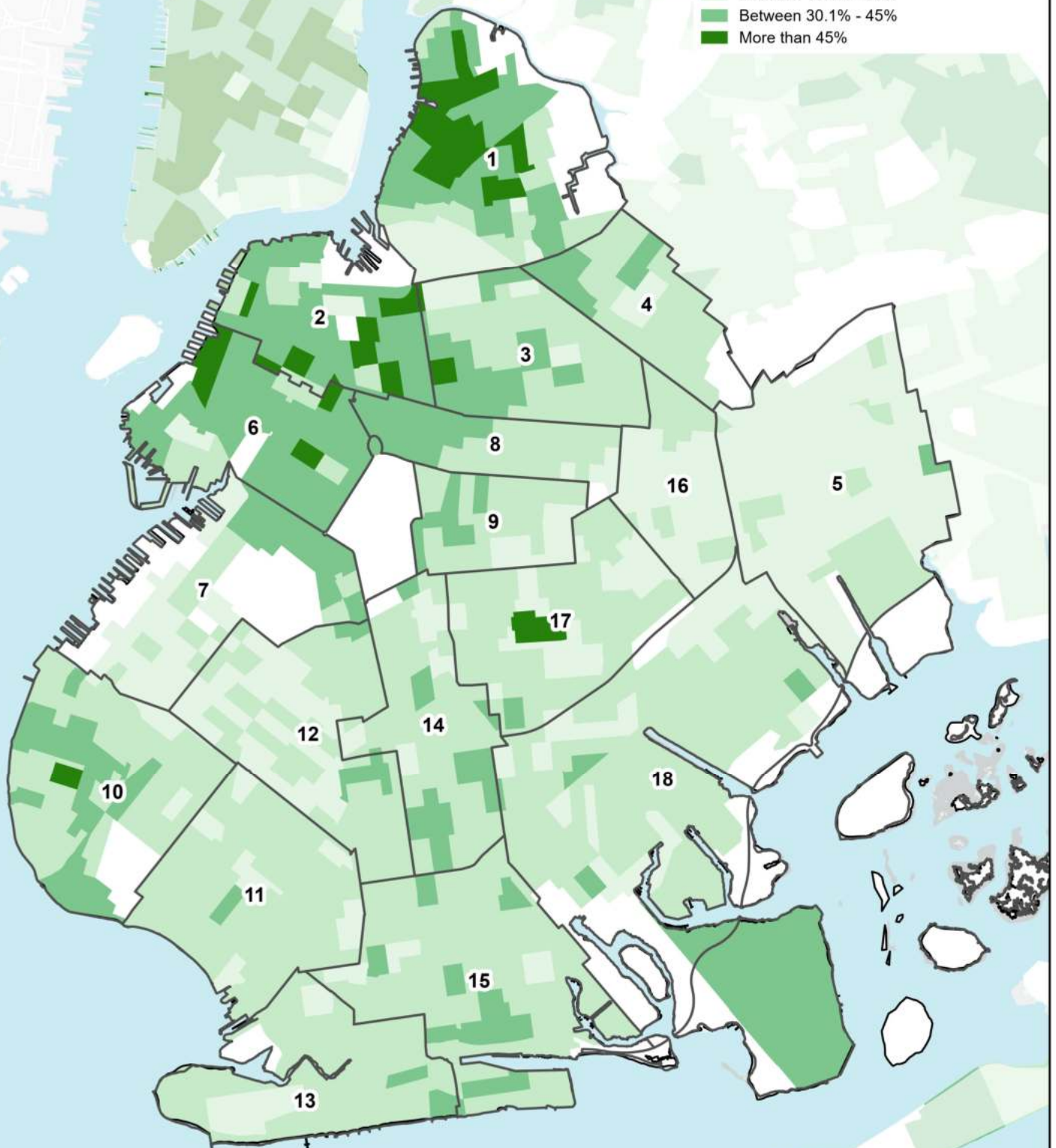
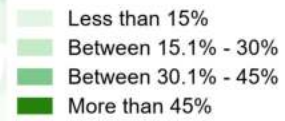
- Less than 10%
- Between 10.1% - 30%
- Between 30.1% - 50%
- More than 50%



Map by Brooklyn Borough President's Office based on
US Census Bureau American Community Survey DP02, 2021 5-year estimates

Educational Attainment

Percent of Residents with a Bachelor's Degree

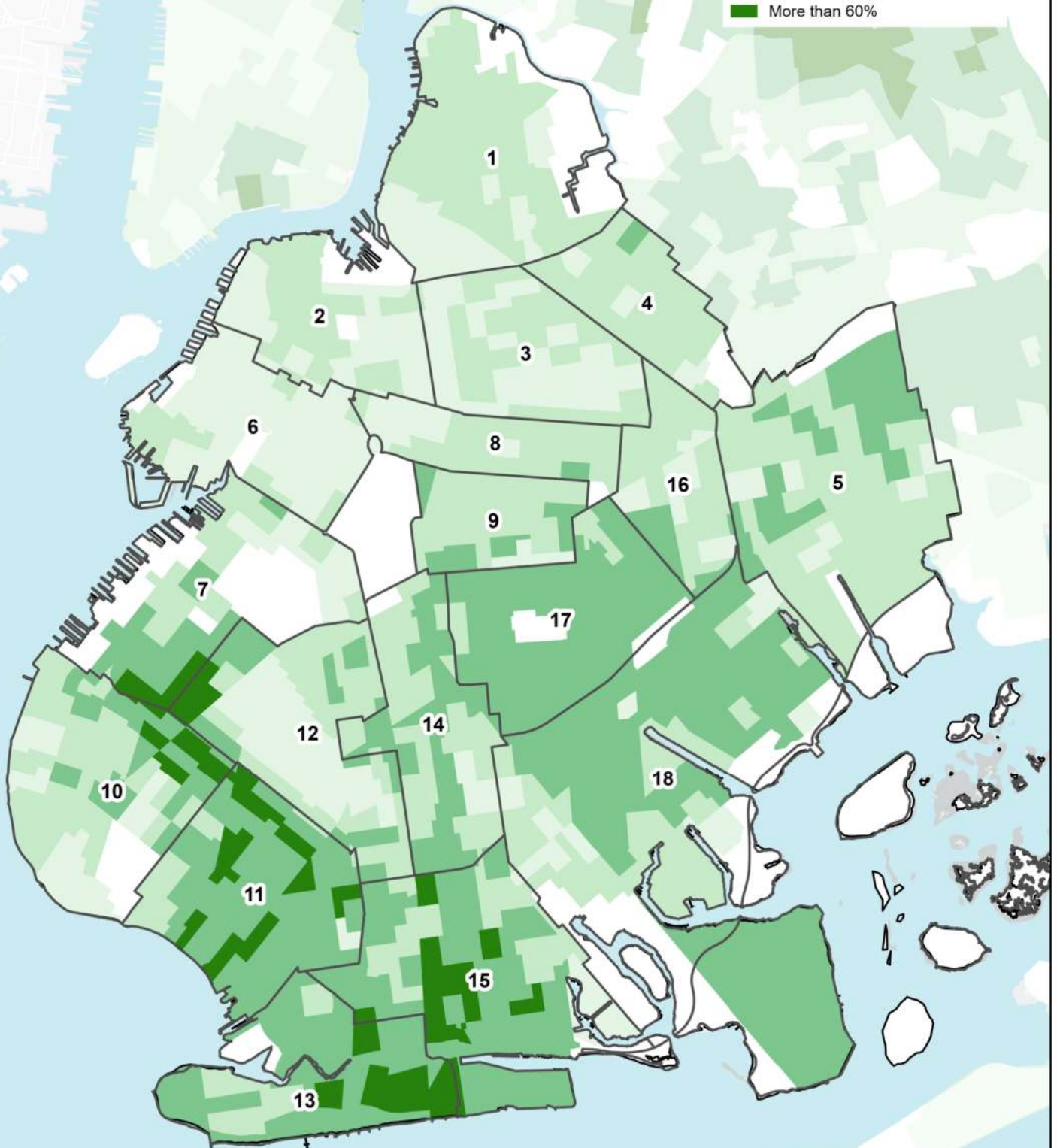


Map by Brooklyn Borough President's Office based on US Census Bureau American Community Survey DP02, 2021 5-year estimates

Foreign-Born Population

Percent Foreign-Born

- Less than 20%
- Between 20.1% - 40%
- Between 40.1% - 60%
- More than 60%



0 0.25 0.5 1 1.5 2 Miles

Map by Brooklyn Borough President's Office based on
US Census Bureau American Community Survey DP02, 2021 5-year estimates

Socioeconomic

Between 2010 and 2020, Brooklyn's economy expanded dramatically, outpacing citywide employment growth with a 47% increase in jobs.

The borough added 210,798 jobs, of which 42% were generated by three communities: **Borough Park, Sheepshead Bay, and Greenpoint/Williamsburg**. Seven out of 10 New York neighborhoods with the highest income growth were in Brooklyn, underscoring the borough's prominent position in the city's economy.

Unfortunately, these figures mask severe disparities in growth and compensation. Low-income communities of color in central and eastern Brooklyn added fewer than 10,000 jobs. Median household income varied tremendously across the borough, with a difference of nearly \$125,000 between parts of Park Slope and Brownsville. Of the five boroughs, Brooklyn saw the highest increase in median household income (58%) and total wages (75%) but also reported the lowest wage increase (18.3%), and average salary (\$45,000).

In 2021, Brooklyn's median household income was \$67,753, significantly below Manhattan's \$93,956, but comparable to the city's as a whole.¹⁷ Approximately 15% of all families in Brooklyn had incomes below the poverty level (compared to 13% in Manhattan and 14% for the city as a whole).¹⁸ A family of four is considered to be living in poverty if they earn less than \$27,750 per year, based on the national standard.

However, the poverty level provides an incomplete picture of the amount of income necessary for households to cover the cost of basic needs. According to the 2023 NYC True Cost of Living report, which uses a "bare bones" budget of costs related to housing, food, child care, health care, transportation, miscellaneous, plus taxes and tax credits, the monthly true cost of living for one adult and two school-age children in Northwest Brooklyn is \$7,617 and for Brooklyn (excluding Northwest Brooklyn) is \$5,408. Across the city as a whole, approximately half of NYC households lack sufficient income to meet their basic needs without assistance from others (such as government programs or family members).

Healthcare and education remain Brooklyn's top employment sectors, accounting for 29% of jobs, followed by the food and hospitality industry (9.4%) and retail (8.9%).¹⁹ Between 2010 and 2020, the borough saw a 32% growth in private enterprises, specifically information, hospitality, and business services. Most of these were microbusinesses with 10 or fewer employees. Notably, jobs in the leisure and hospitality sector grew by 109%, with three-quarters generated by bars and restaurants.

In the past decade, the borough, and specifically the intersection of Downtown Brooklyn, DUMBO, and Brooklyn Navy Yard known as the Tech Triangle, has become an innovation center. The mass movement of startup firms to this area has created a powerful economic engine and demand for skilled workers. The trend has since spread to other parts of the borough, cementing Brooklyn's reputation as a research and manufacturing hub.

Brooklyn's job sectors were severely impacted by the COVID-19 pandemic, but its recovery has outpaced citywide trends. Between February and August 2020, the borough's unemployment rate reached 20%, but by September 2021, Brooklyn regained more than 100,000 jobs. The borough benefited significantly from various stimulus efforts to shore up companies and jobs, receiving more than one-fifth of federal relief loans and more than one-tenth of relief grants for New York City.²⁰

Approximately 232,000 workers living in the borough are employed in service occupations (retail and food industries, about 18% of the total workforce).²¹ Service employees were among the most likely to have been unable to work due employer closures or cutbacks caused by the COVID-19 pandemic.

¹⁷ U.S. Census Bureau; American Community Survey, 2021 American Community Survey 5-Year Estimates, Table DP03 (September 2022)

¹⁸ *ibid*

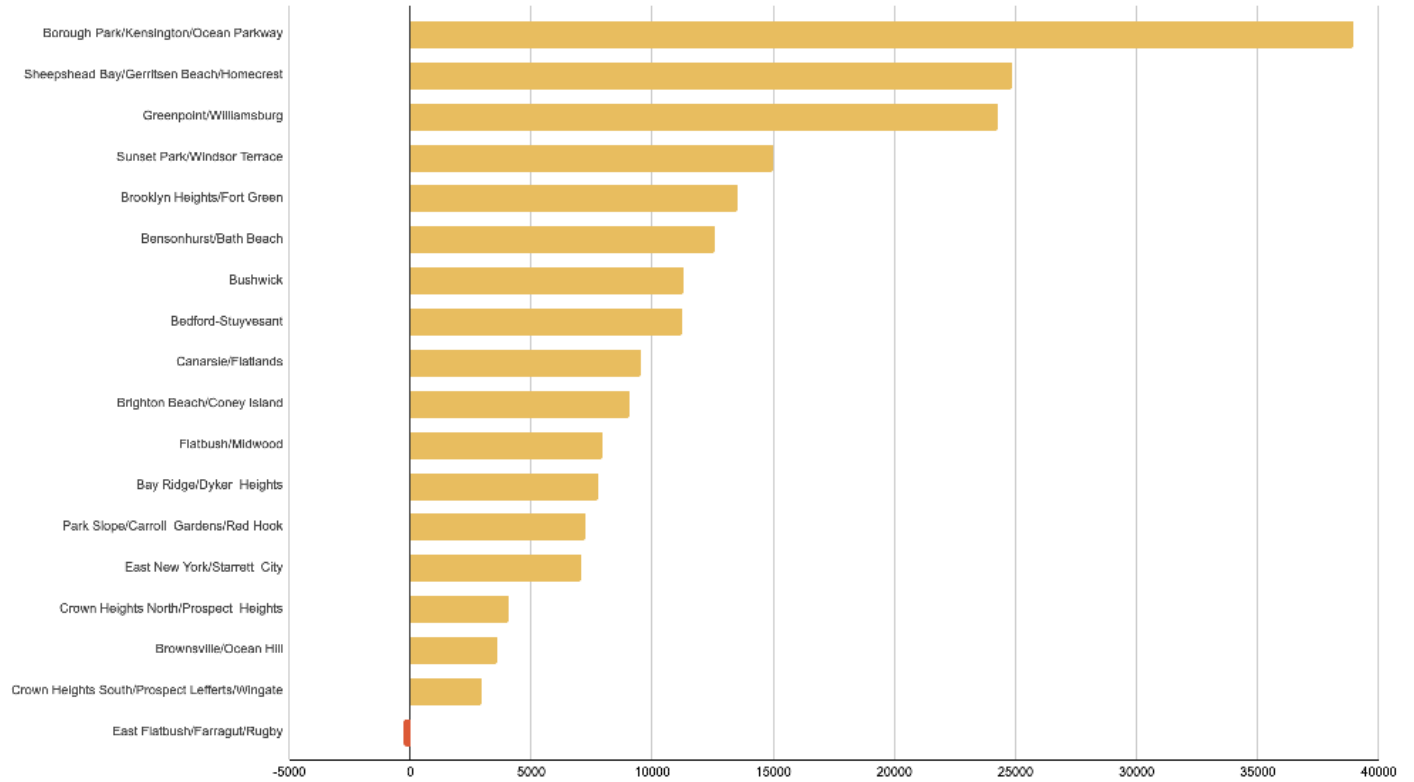
¹⁹ *ibid*

²⁰ Office of the New York State Comptroller, Recent Trends and Impact of COVID-19 in Brooklyn (2022)

²¹ *ibid*

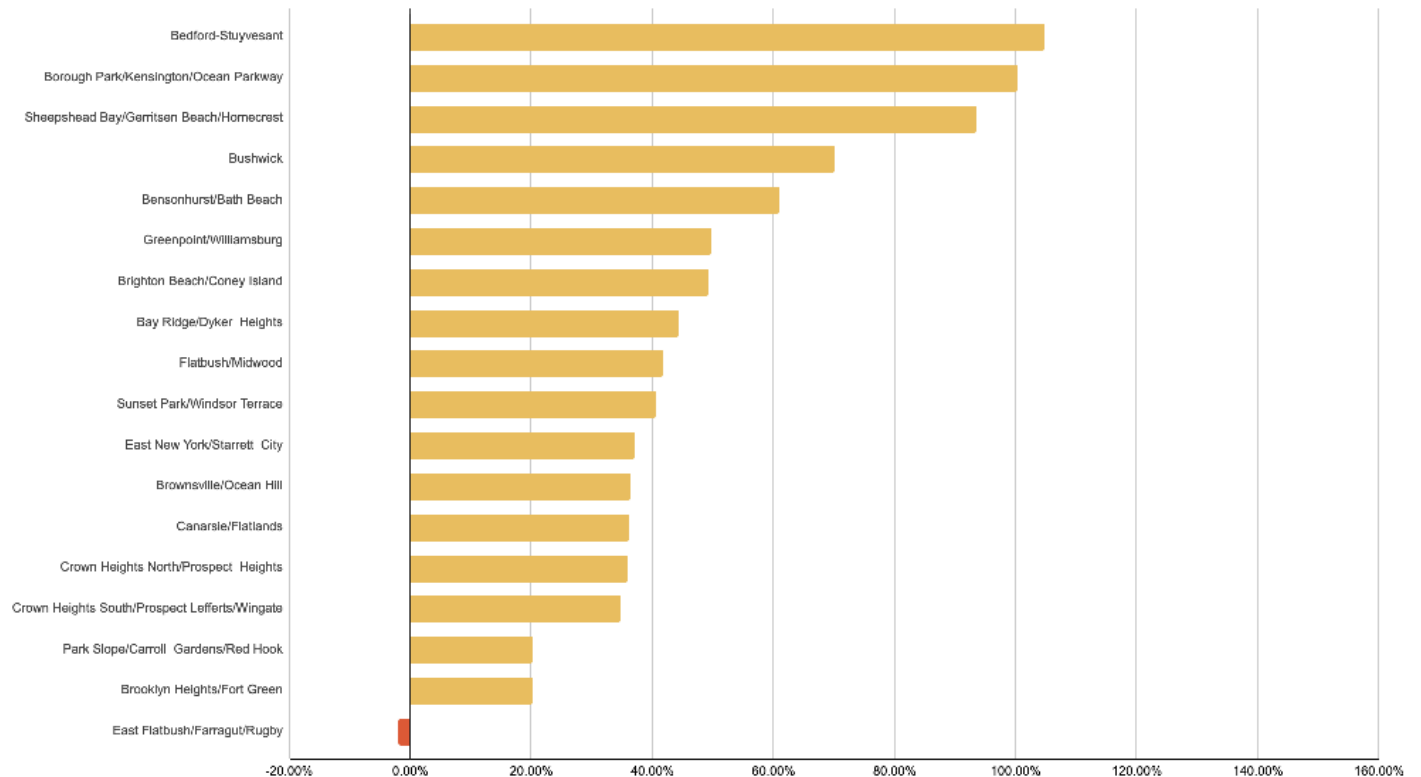
Total Number of Jobs Added by Neighborhood: 2010 - 2019

U.S. Census Longitudinal Employer-Household Dynamics (LEHD)



Percent Change Jobs by Neighborhood: 2010 - 2019

U.S. Census Longitudinal Employer-Household Dynamics (LEHD)



Median Income

Household income in the borough generally declines as one moves further from Downtown Brooklyn. Neighborhoods north of Prospect Park have the highest median household incomes ranging from \$123,000 to \$232,000. There are smaller pockets of high-income households in Prospect Park South, Flatbush, and Manhattan Beach. On the other hand, lower-income households (earning less than \$39,000 per year) are largely concentrated in the eastern part of the borough, including Brownsville and East New York. Other pockets of low-income households can be found in Coney Island, eastern portions of Crown Heights, South Williamsburg, and Borough Park. At the community district level, median household income in CD 6 (Carroll Gardens, Cobble Hill, Columbia Waterfront, Gowanus, Park Slope, and Red Hook) is \$153,570, over \$110,000 higher than CD 16 (Brownsville and Ocean Hill), where median household income is \$40,620.

Poverty

There are relatively high concentrations of poverty in most of the borough's community districts. Brooklyn's northeastern quadrant has the highest concentration, where 20% or more families are earning below the federal poverty line. Moving south, contiguous stretches of poverty are also found in Sunset Park, Borough Park, and Coney Island.

Service Occupations

The borough's workforce is employed largely in service occupations, including but not limited to healthcare, "protective" professions such as security, food service, building maintenance, and personal care. The workers in these industries (by their place of residence) are particularly concentrated in Brownsville, East New York, Flatbush, and Sunset Park.

Healthcare Support Occupations

Nearly a third of the borough works in the education, healthcare, and social assistance industries. Healthcare support workers, which includes but is not limited to jobs such as home health aides, nursing assistants, dental assistants, and phlebotomists, live predominantly in east and southeast Brooklyn across the neighborhoods of Flatbush, Flatlands, Brownsville, Canarsie, and East New York, as well as in the southern Brooklyn neighborhoods of Gravesend and Coney Island. Notably, many of these areas correspond with areas further than a 10-minute walk from a subway station (elaborated in the Transportation section), suggesting a need for improved transit options for a third of the borough's workforce.

Work Destination, Brooklyn Residents

The most popular work destinations for Brooklyn residents include major regional job hubs such as Midtown and Downtown Manhattan and Downtown Brooklyn, but also more local job centers such as Borough Park, where many residents walk to work, and Brighton Beach/Sheepshead Bay, home to Coney Island Hospital. Notably, Brooklyn's commuter

destinations are along transit lines, both subway and commuter rail such as the Long Island Rail Road, suggesting the importance of transit in providing access to jobs.

Cash Public Assistance

Brownsville, East New York, and South Williamsburg have higher percentages of households receiving cash public assistance. Other notable concentrations exist in Red Hook, in contrast to the rest of CD 6, and across the Coney Island peninsula.

Population Vulnerabilities to Displacement

Population vulnerability is an index developed by the Department of Housing Preservation and Development (HPD) and Department of City Planning (DCP) as part of their Equitable Development Data Tool. It is one of three factors that informs the tool's determination of "displacement risk" across the city. It is composed of a combination of factors related to severe rent burden (when a household pays more than 50% of income on rent), limited English proficiency, low-income, and non-White non-Hispanic population.

Brooklyn's most vulnerable populations are concentrated in the east and southeast portions of the borough. However, most of central and southern Brooklyn displays indicators of higher population vulnerabilities compared to the city as a whole.

FEEDBACK UPDATE: DEMOGRAPHIC AND SOCIOECONOMIC CONDITIONS

What we heard:

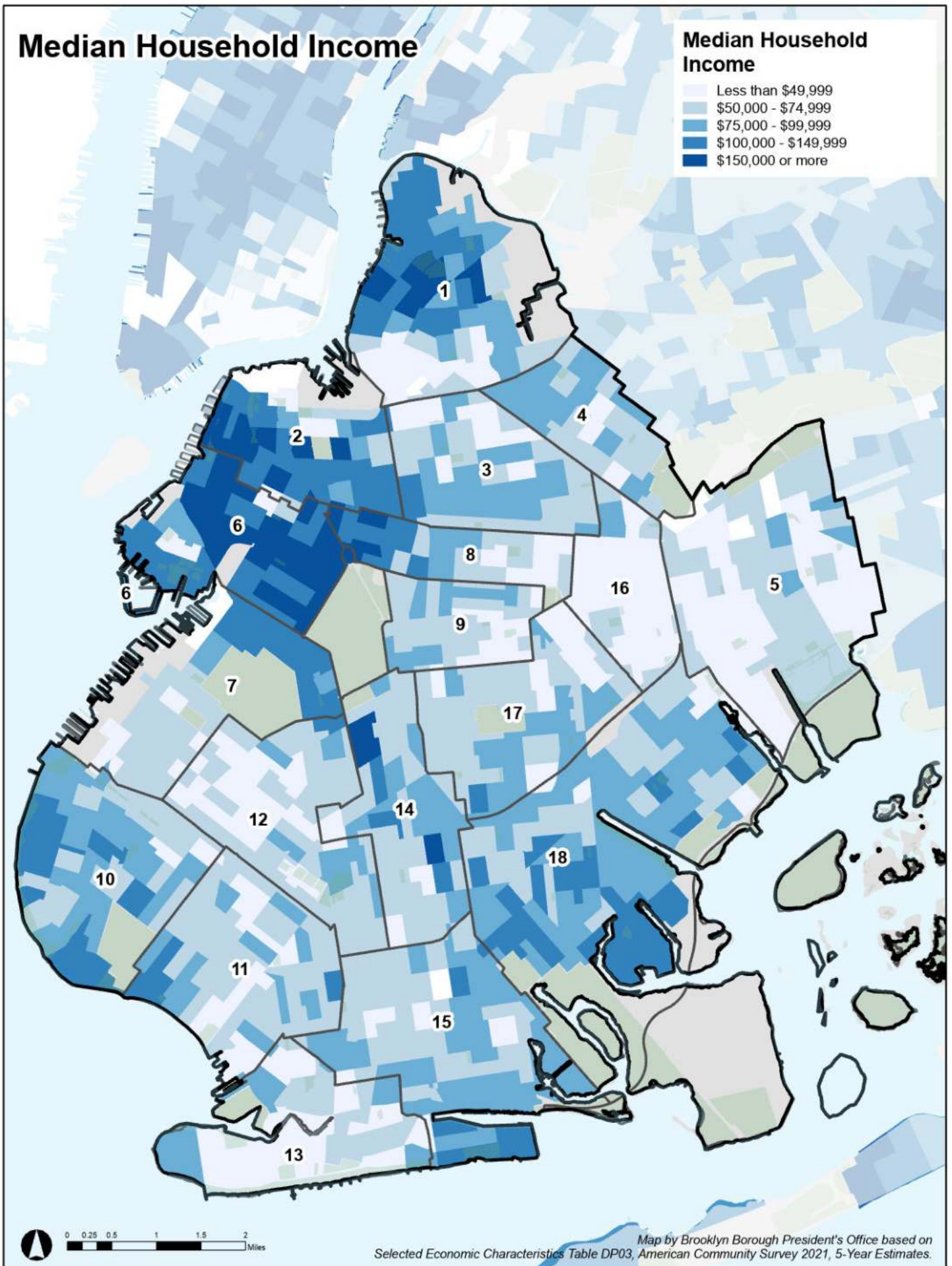
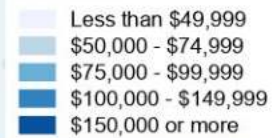
Feedback for this section focused on larger questions of methodology, definitions, and sources rather than specific observations on individual data or maps. Accordingly, several changes were made to the overall framing and presentation of the report.

Updates:

- Added "Work Destination, Brooklyn Residents' Commute to Work" show the largest job centers for Brooklyn residents.
- Added a glossary of key terms as an appendix.
- Added annotations to maps throughout the Existing Conditions chapter, especially in cases where the data being shown is an index of several different statistics (e.g., displacement risk, vulnerability to displacement).
- Adjusted color schemes to reflect contrasts more intuitively in several maps across the report.

Median Household Income

Median Household Income

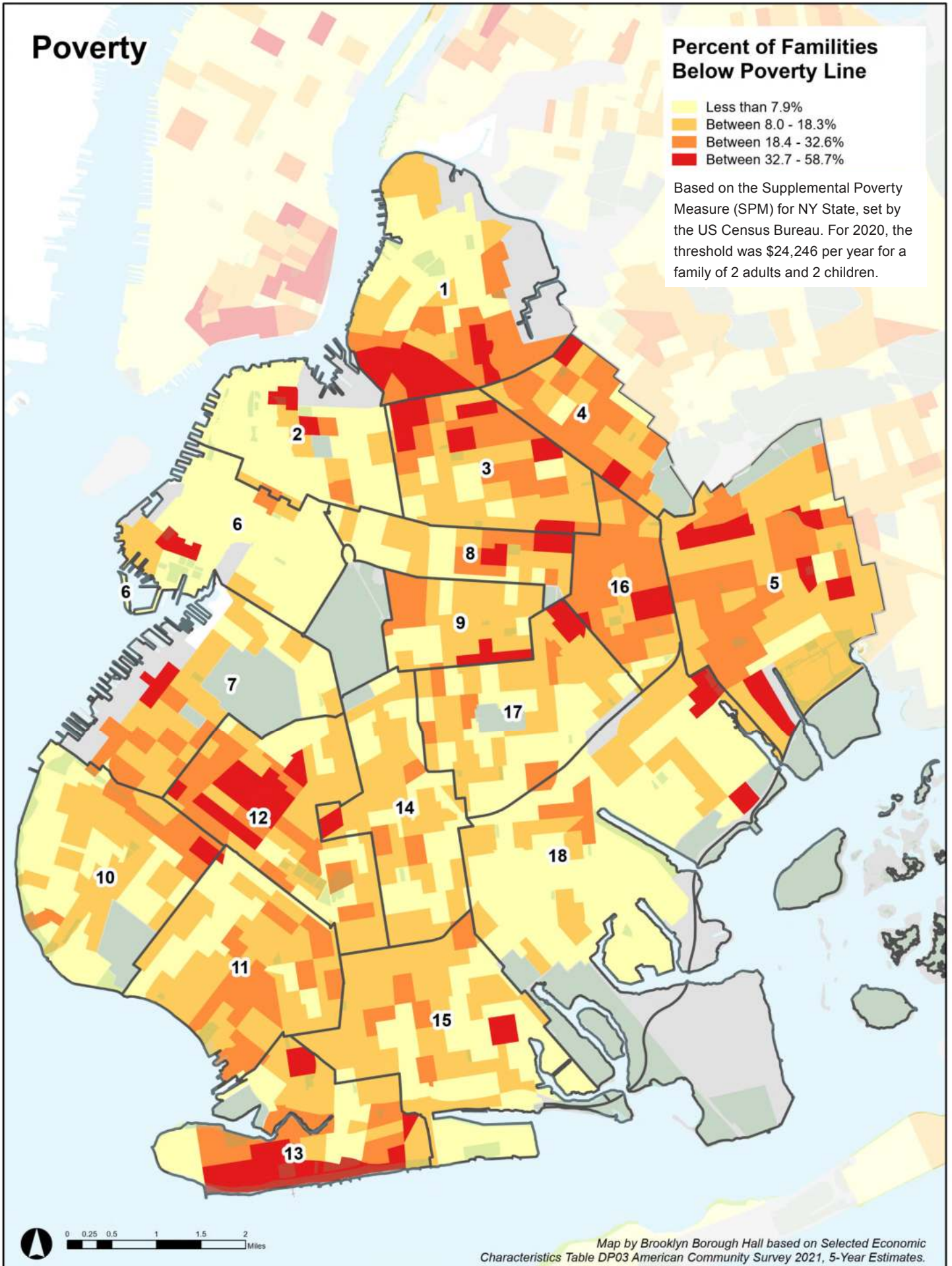


Poverty

Percent of Families Below Poverty Line

- Less than 7.9%
- Between 8.0 - 18.3%
- Between 18.4 - 32.6%
- Between 32.7 - 58.7%

Based on the Supplemental Poverty Measure (SPM) for NY State, set by the US Census Bureau. For 2020, the threshold was \$24,246 per year for a family of 2 adults and 2 children.

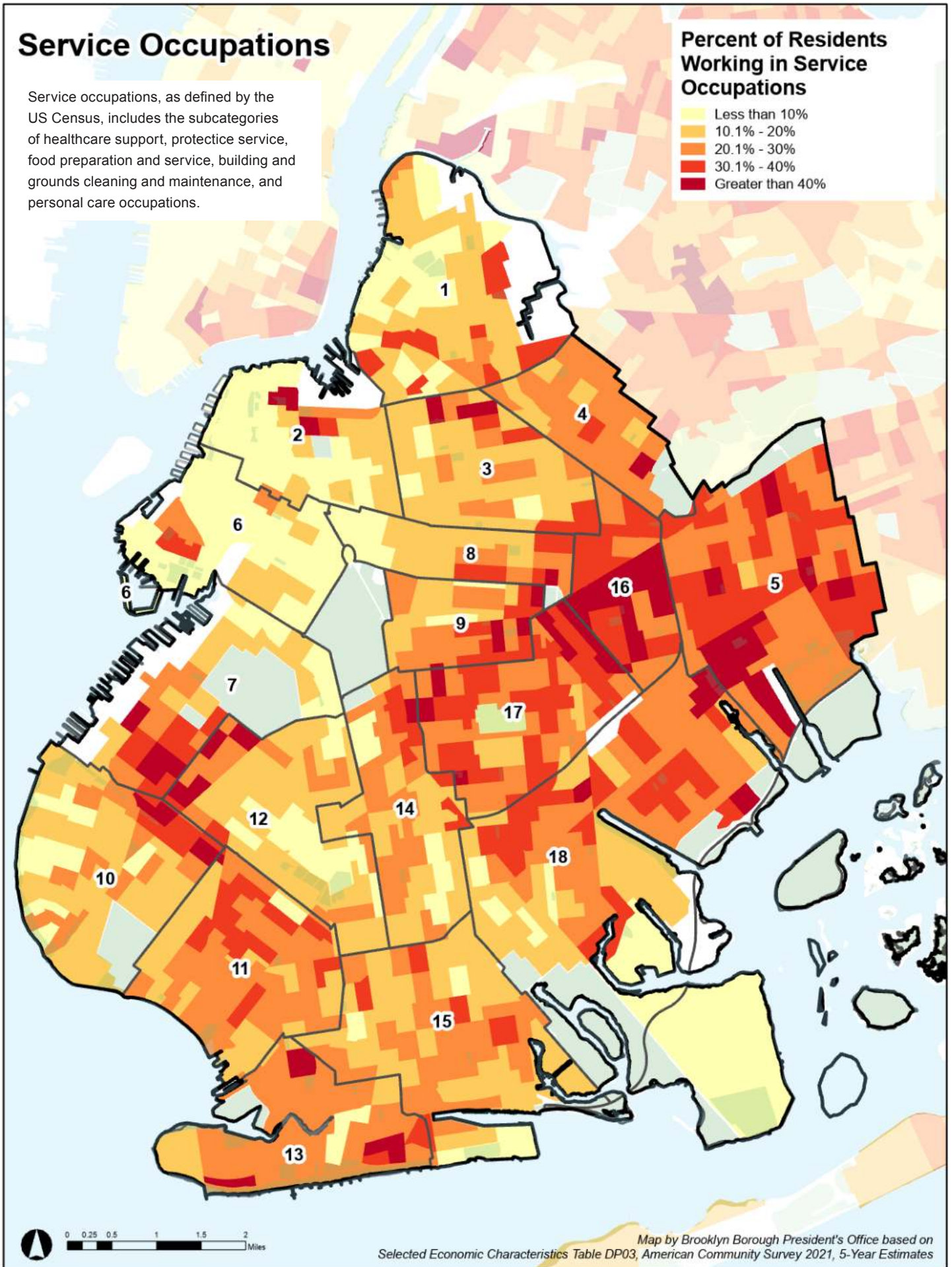


Map by Brooklyn Borough Hall based on Selected Economic Characteristics Table DP03 American Community Survey 2021, 5-Year Estimates.

Service Occupations

Service occupations, as defined by the US Census, includes the subcategories of healthcare support, protective service, food preparation and service, building and grounds cleaning and maintenance, and personal care occupations.

Percent of Residents Working in Service Occupations

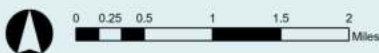
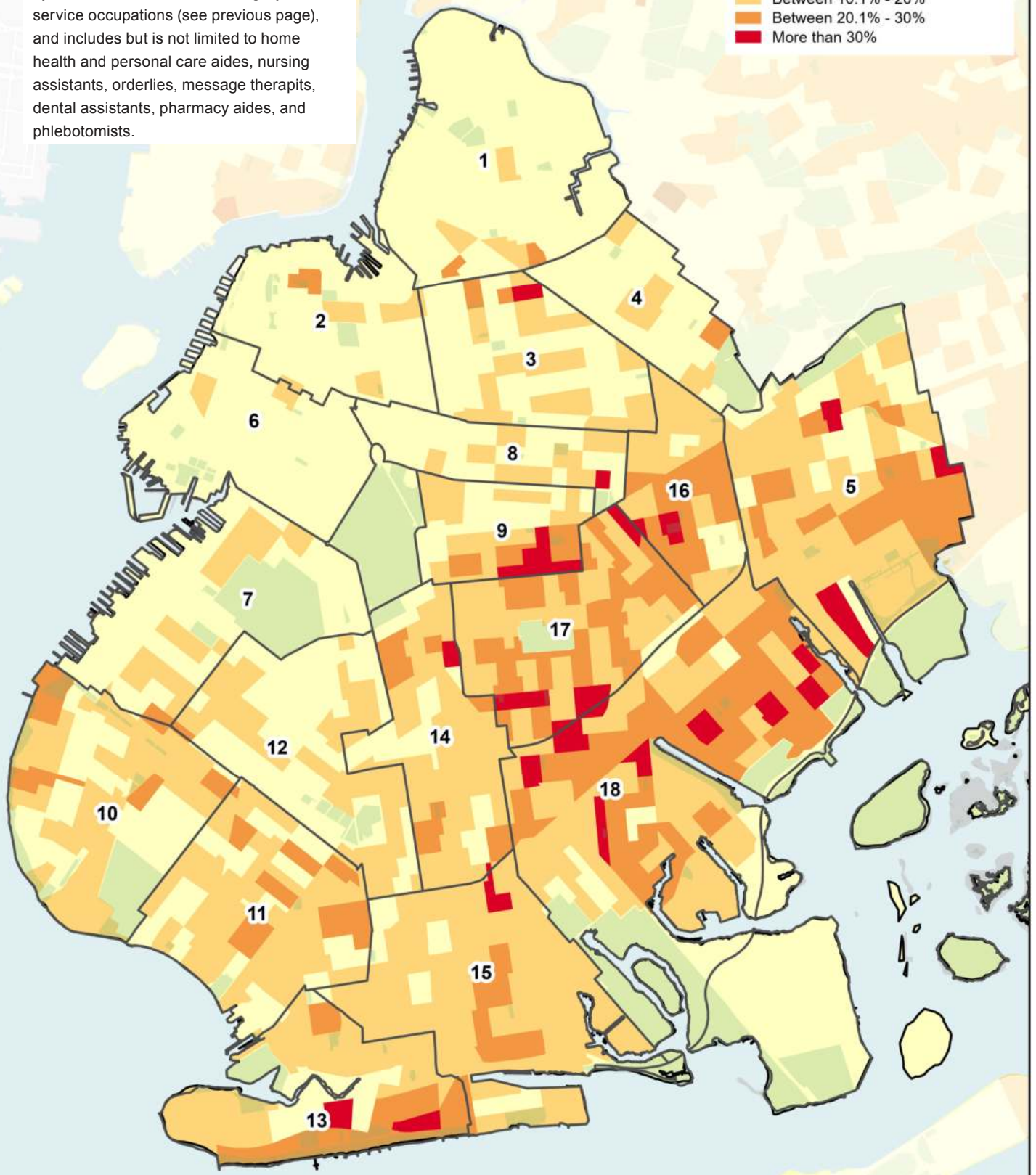
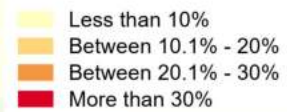


Map by Brooklyn Borough President's Office based on
Selected Economic Characteristics Table DP03, American Community Survey 2021, 5-Year Estimates

Healthcare Workers

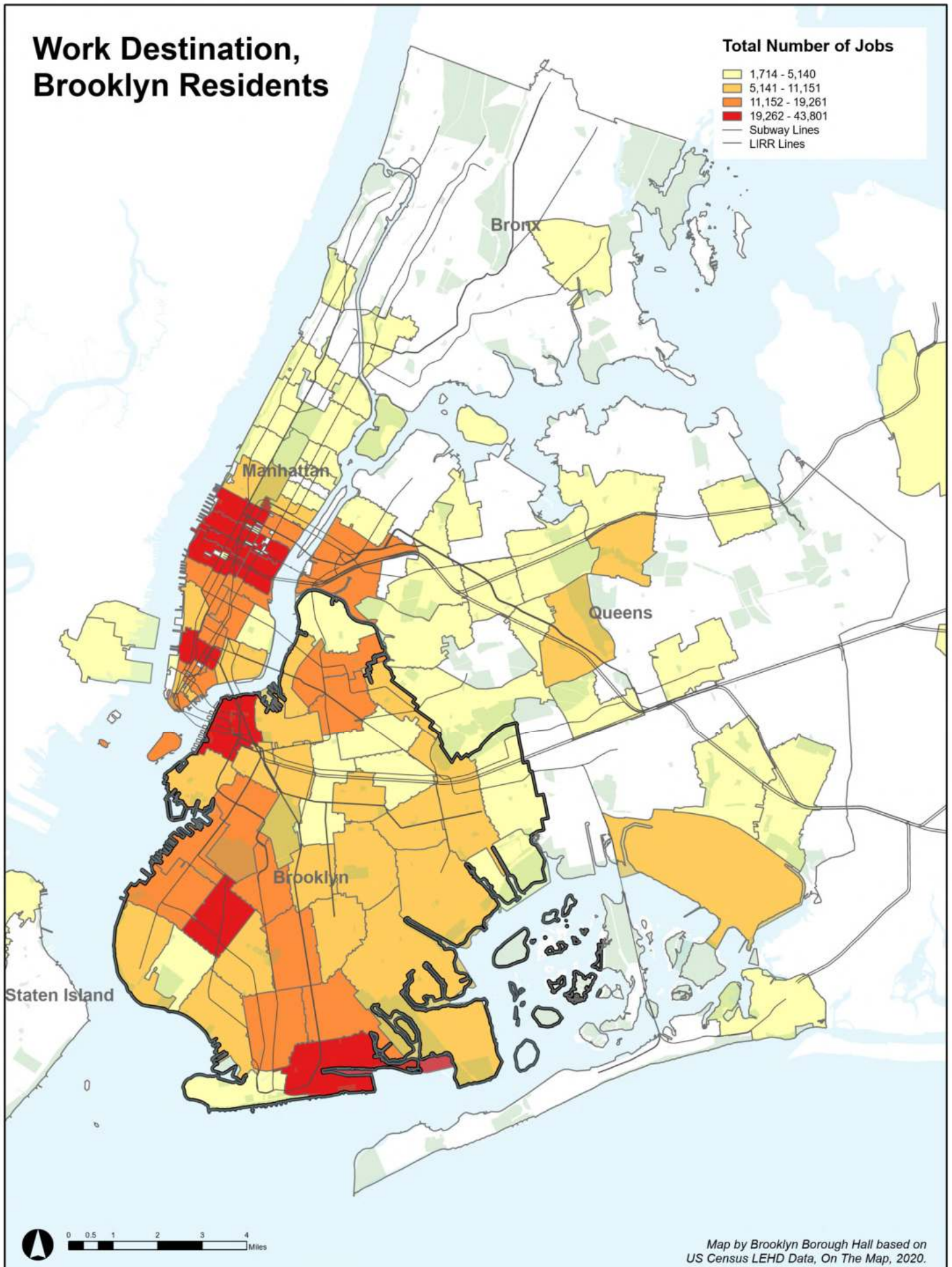
Healthcare support occupations, as defined by the US Census, is a subcategory within service occupations (see previous page), and includes but is not limited to home health and personal care aides, nursing assistants, orderlies, message therapists, dental assistants, pharmacy aides, and phlebotomists.

Percent of Residents in Healthcare Services



Map by Brooklyn Borough President's Office based on Selected Economic Characteristic Table S2104 American Community Survey 2021, 5-year Estimates.

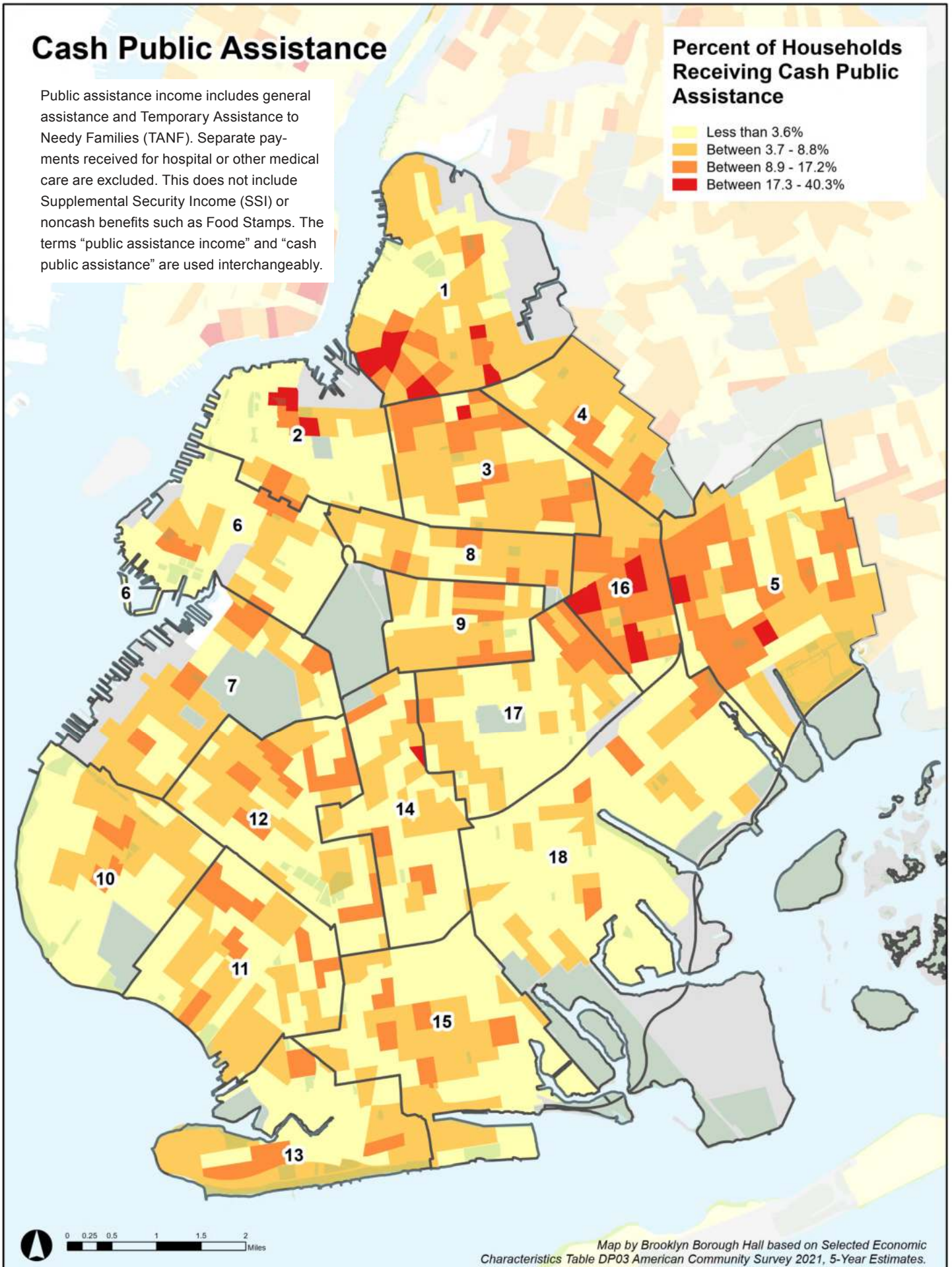
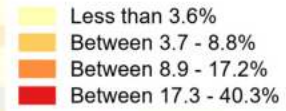
Work Destination, Brooklyn Residents



Cash Public Assistance

Public assistance income includes general assistance and Temporary Assistance to Needy Families (TANF). Separate payments received for hospital or other medical care are excluded. This does not include Supplemental Security Income (SSI) or noncash benefits such as Food Stamps. The terms "public assistance income" and "cash public assistance" are used interchangeably.

Percent of Households Receiving Cash Public Assistance



Map by Brooklyn Borough Hall based on Selected Economic Characteristics Table DP03 American Community Survey 2021, 5-Year Estimates.

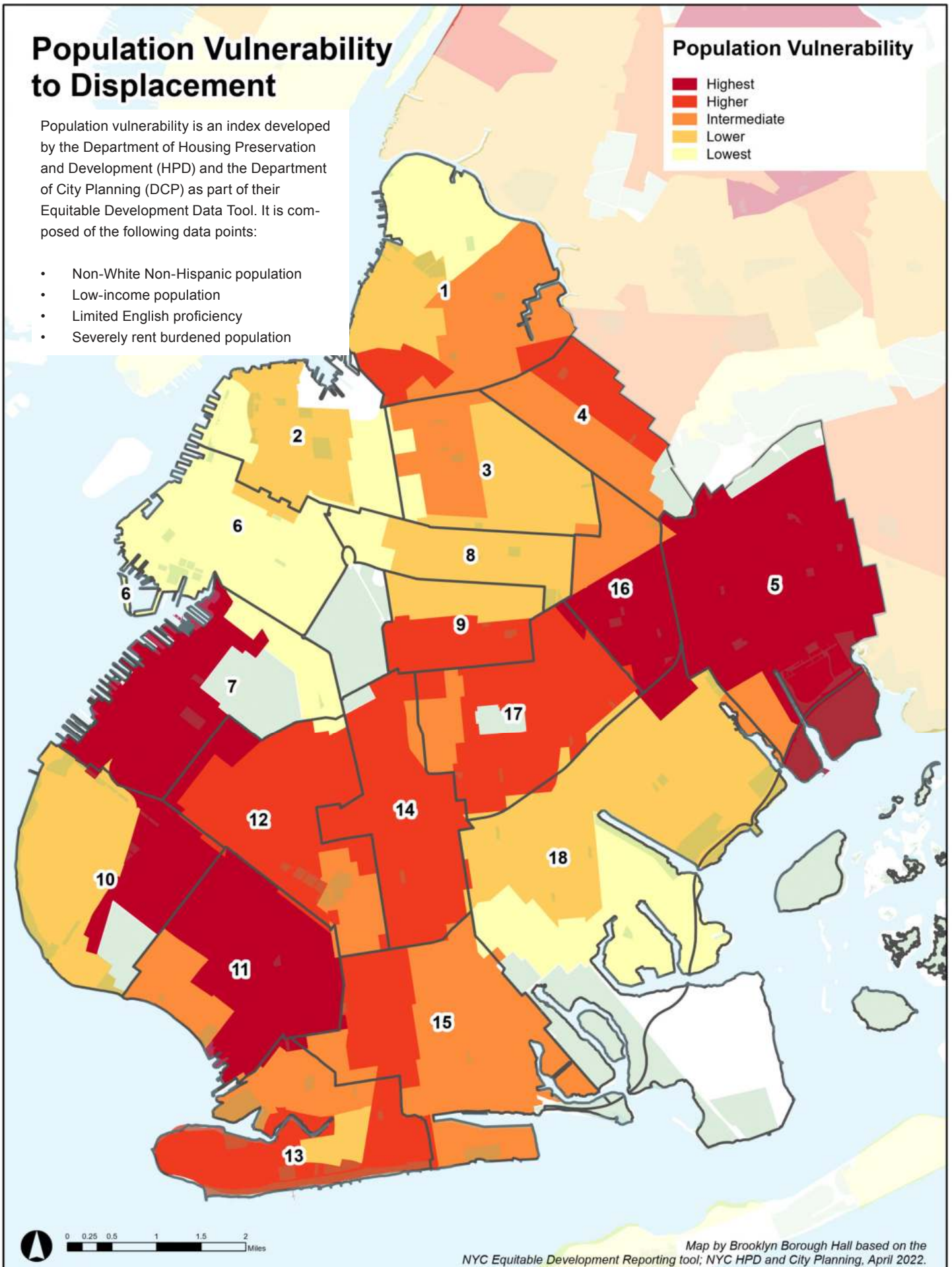
Population Vulnerability to Displacement

Population vulnerability is an index developed by the Department of Housing Preservation and Development (HPD) and the Department of City Planning (DCP) as part of their Equitable Development Data Tool. It is composed of the following data points:

- Non-White Non-Hispanic population
- Low-income population
- Limited English proficiency
- Severely rent burdened population

Population Vulnerability

- Highest
- Higher
- Intermediate
- Lower
- Lowest



Health

The socioeconomic factors discussed in the previous section have a major influence on public health outcomes in Brooklyn, as does the physical environment, which will be explored in the next section.²²

Research by the University of Wisconsin Population Health Institute and Robert Wood Johnson Foundation describes how these social and physical determinants of health, the conditions in the environments where people are born, live, and work, impact health outcomes.²³

This section includes several indicators that demonstrate how housing acts as a social determinant of health. These indicators come from numerous sources including the New York City Community Health Profiles, American Community Survey, and from the Center for Disease and Control (CDC) 500 Cities Census Tract-level Data. They are divided into those that directly measure health phenomena (e.g., diseases, deaths, use of services) and indirect measures (e.g., food insecurity); often referred to as proximal and distal indicators respectively. While there are far more health indicators to choose from, these indicators were selected based on literature, their validity (ability to measure what they are supposed to measure), utility (ability to provide information that is useful to decision-makers and can be acted upon) and their ability to encompass and reflect the community's needs holistically.

Many studies have shown that health outcomes on a neighborhood level can be worse in low-income communities of color.²⁴ An increasing body of literature ties community health outcomes to policies of segregation and their impacts over time, although the specific pathways by which health is affected are not fully understood.

These issues are especially relevant to the New York City region, which has the highest level of Black-White segregation, and the second-highest level of Hispanic-White segregation, compared to other metropolitan areas.²⁵ From life expectancy to COVID-19 related deaths, health outcomes documented in this section are by and large a reflection of the borough's pervasive physical and socioeconomic disparities.

Life Expectancy

Life expectancy in Brooklyn can vary as much as 20 years from neighborhood to neighborhood. Residents in parts of Brownsville, Bedford-Stuyvesant, East New York, and Coney Island have life expectancies as much as 10 years below the city average. By contrast, in parts of Cobble Hill, Carroll Gardens, Park Slope, Bensonhurst, Borough Park, and Flatbush, life expectancy exceeds the city's average by up to 10 years. At the community district level, life expectancy in CD 16 (Brownsville), a predominantly black neighborhood, is 76, while CD 6 (Park Slope and Carroll Gardens), a predominantly white neighborhood, has a life expectancy of 82.9 years.

Premature Mortality

The percentage of people who die before age 65 can indicate the overall health of a population. This includes deaths from health complications and disease, as well as factors such as gun violence and traffic incidents. A swath of eastern Brooklyn centered around Atlantic Avenue reports the highest rates of premature mortality in the borough. This is consistent with data showing that Brooklyn has the highest rates of maternal mortality and morbidity in New York City, indicating that similar risk factors are contributing to this crisis.

Asthma Hospitalizations (Adults)

The highest rates of adult asthma are found in central and eastern Brooklyn, including Brownsville, East New York, eastern Crown Heights, East Flatbush, and portions of Canarsie. The lowest instances of adult asthma occur in northwestern Brooklyn and in areas east of and adjacent to Prospect Park.

Based on public feedback, this map was updated to reflect adult asthma hospitalizations, matching the same source as the child asthma map that follows.

²² Regional Plan Association, State of the Region's Health (July 2016)

²³ Robert Wood Johnson Foundation & University of Wisconsin Population Health Institute County Health Rankings & Roadmaps: 2015 Measures & Data Sources Robert Wood Johnson Foundation (2015)

²⁴ Health Affairs Blog, Poverty's Association with Poor Health Outcomes and Health Disparities (2014)

²⁵ Regional Plan Association, Fourth Regional Plan (2017)

Asthma Hospitalizations (Children)

Northeastern Brooklyn has the largest concentration of childhood asthma hospitalizations, with a notable cluster of childhood asthma hospitalizations near Brownsville and East Flatbush (CDs 16 and 17).

Adult Cancer

Adult cancers are more prevalent in southern Brooklyn, due in part to its older population. The highest incidence, with 9% to 19% of the population experiencing any type of cancer, occurs in the southern Brooklyn neighborhoods of Bay Ridge, Dyker Heights, Sea Gate, Coney Island, Sheepshead Bay, and Mill Basin (CDs 11, 13, and 15). With the exception of Greenpoint, the borough's northern half has the lowest cancer prevalence rates, of less than 5%.

Coronary Heart Disease

The area around Kings County Hospital in East Flatbush has the highest number of coronary heart disease cases. Coney Island, which has many low-income senior residents, also has a high prevalence of this ailment.

Adult Diabetes

Like asthma rates, adult diabetes is generally clustered in central and eastern Brooklyn, as well as Coney Island and Sunset Park. Brownsville, East New York, eastern Crown Heights, and East Flatbush have the highest proportion of adults with diabetes.

Adult Obesity

Adult obesity largely correlates with diabetes rates. Obesity among adults is most prevalent in and around Brownsville (CD 16) and generally less common in western Brooklyn.

Mental Health

Many communities in Brooklyn self-report poor mental health, with a higher percentage of residents in parts of South Williamsburg, Brownsville, East New York, Sunset Park, Borough Park, and Coney Island reporting that their mental health has been “not good” for over two weeks.

No Health Insurance

Lack of health insurance is particularly pronounced in predominantly Hispanic/Latino parts of Brooklyn including portions of Bushwick, Ocean Hill, and Cypress Hills (CDs 4 and 5), and Sunset Park where there is also a significant Asian population (CD 7).

Self-Reported Health

Those living in/around Downtown Brooklyn and areas nearest to Manhattan are most likely to report good health. Communities least likely to report good health are mostly found in the borough's peripheries, especially in CDs 5, 7, and 15 (East New York, Sunset Park, and Sheepshead Bay).

Low Birth Weight at Full Term

Low birth weight is closely associated with infant death, cognitive development issues, and inhibited growth. It is also indicative of contributing maternal health factors at the time of pregnancy such as a mother's nutritional intake, chronic illness, and mental health status. Low birth weight at full term is more common in eastern Brooklyn, with East New York and eastern Bushwick representing the highest rates.

Avoidable Adult Hospitalizations

East New York (CD 5) and Brownsville (CD 16) have the highest avoidable adult hospitalizations per capita, meaning that between 2,100 and 3,100 hospitalizations in each district could have been prevented with effective primary care.

Food Insecurity

Food insecurity is a lack of consistent access to enough food for every person in a household to live an active, healthy life. Coney Island, Gravesend, and Brownsville have the highest percentage of food insecure households (ranging between 20% and 27%). These geographies also correlate to neighborhoods with the highest share of households receiving SNAP assistance, which for some families is insufficient to meet their nutritional needs. While Coney Island and Gravesend are surrounded by community districts that are significantly more food secure, Brownsville is part of a larger pattern of food insecurity stretching across eastern and central Brooklyn.

Unhealthy Food Access

When discussing food and healthy living habits with stakeholders, one phrase frequently came up: food deserts, typically defined as areas where it is difficult to buy affordable healthy groceries. The previous measure, “food insecurity,” is a metric devised by the non-profit organization Feeding America that attempts to measure a similar concept. However, during the engagement process, many responded that this measure was

opaque or did not respond to observed conditions in their neighborhoods. The Department of Health and Mental Hygiene (NYC DOHMH) publishes its own measure of unhealthy access, based on the ratio of bodegas to supermarkets in each Community District. By this measure, central and southwestern Brooklyn stand out, with as many as 19 bodegas to a single supermarket.

FEEDBACK UPDATE

What we heard

- There is an opportunity to compare health needs to the siting of facilities and infrastructure at the neighborhood scale to address gaps through land use planning.
- Many health access issues transcend land use and are related to more systemic issues in the health care system.

Updates

- Changed life expectancy map to a diverging color scheme to emphasize the areas below and above NYC average.
- Added Unhealthy Food Access map.
- Changed the source for adult asthma to be the same source and geographic level as child asthma.
- Updated the Mental Health and Avoidable Adult Hospitalizations maps with more recent data.

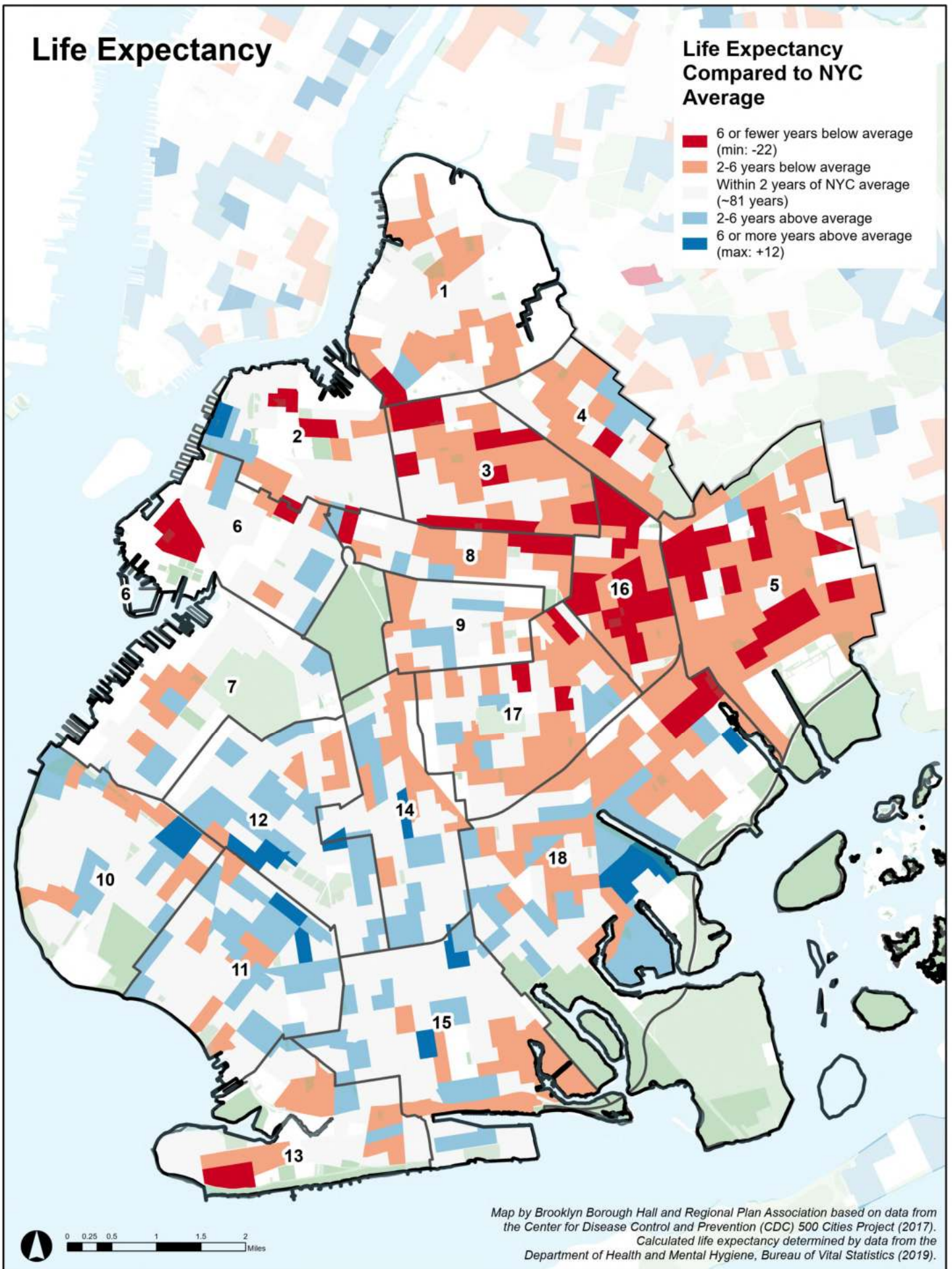
Gaps remaining

- Data on acceptance of Medicare & Medicaid.
- Data on hospital staffing and quality.

Life Expectancy

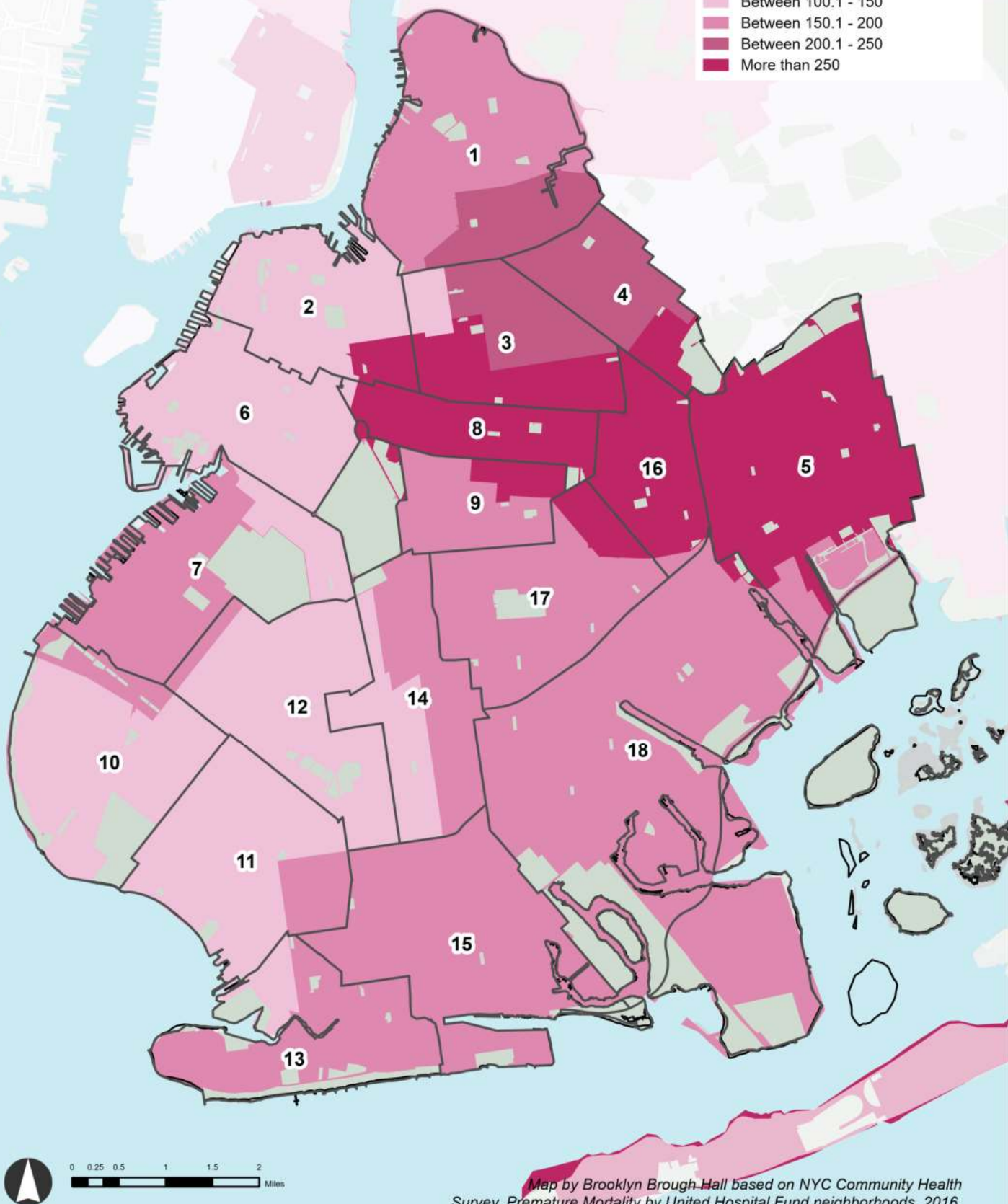
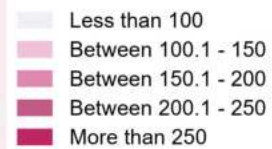
Life Expectancy Compared to NYC Average

- 6 or fewer years below average (min: -22)
- 2-6 years below average
- Within 2 years of NYC average (~81 years)
- 2-6 years above average
- 6 or more years above average (max: +12)



Premature Mortality

Premature Mortality (deaths per 100,000)

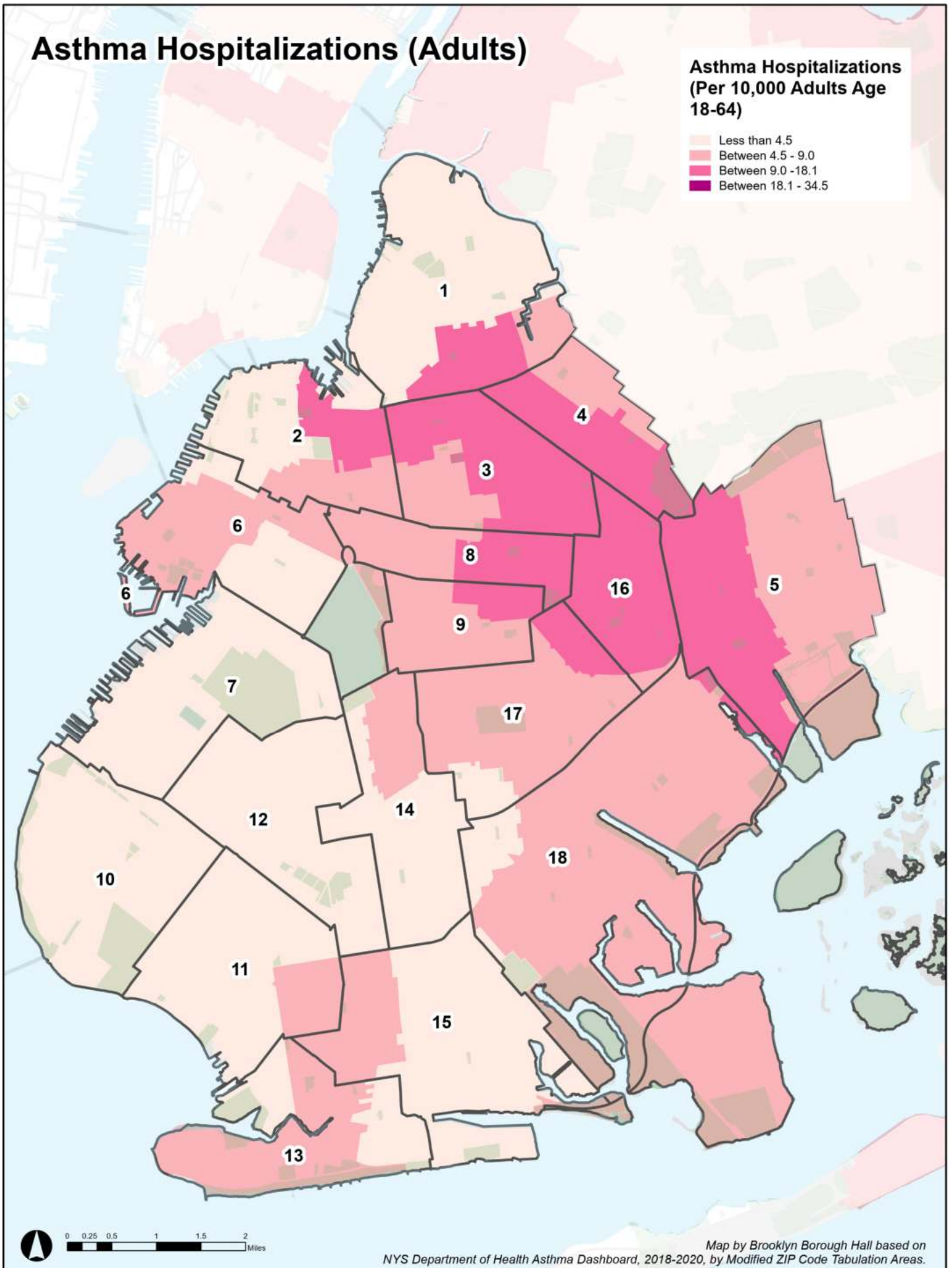


Map by Brooklyn Brough Hall based on NYC Community Health Survey, Premature Mortality by United Hospital Fund neighborhoods, 2016.

Asthma Hospitalizations (Adults)

**Asthma Hospitalizations
(Per 10,000 Adults Age
18-64)**

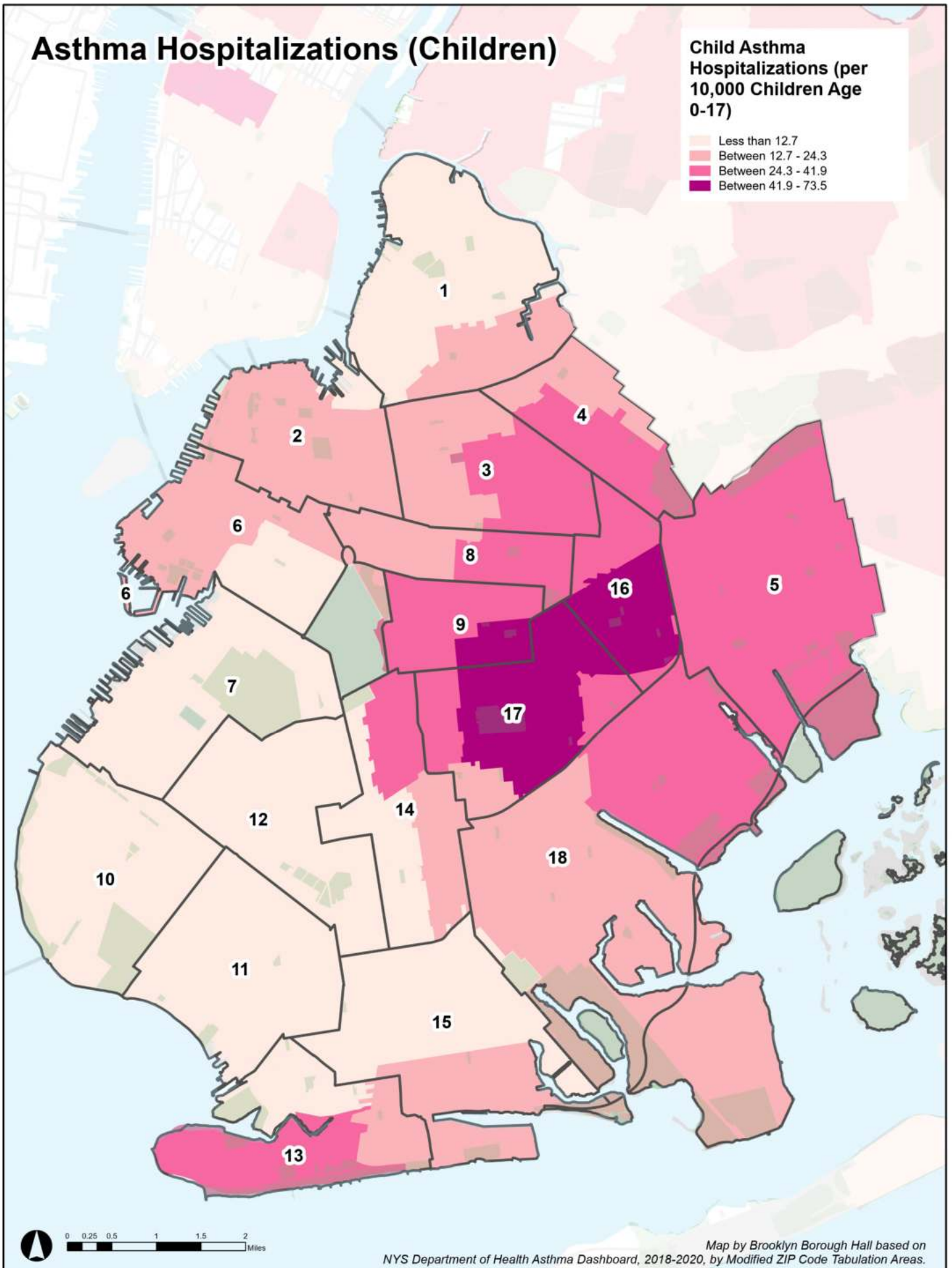
- Less than 4.5
- Between 4.5 - 9.0
- Between 9.0 -18.1
- Between 18.1 - 34.5



Asthma Hospitalizations (Children)

Child Asthma Hospitalizations (per 10,000 Children Age 0-17)

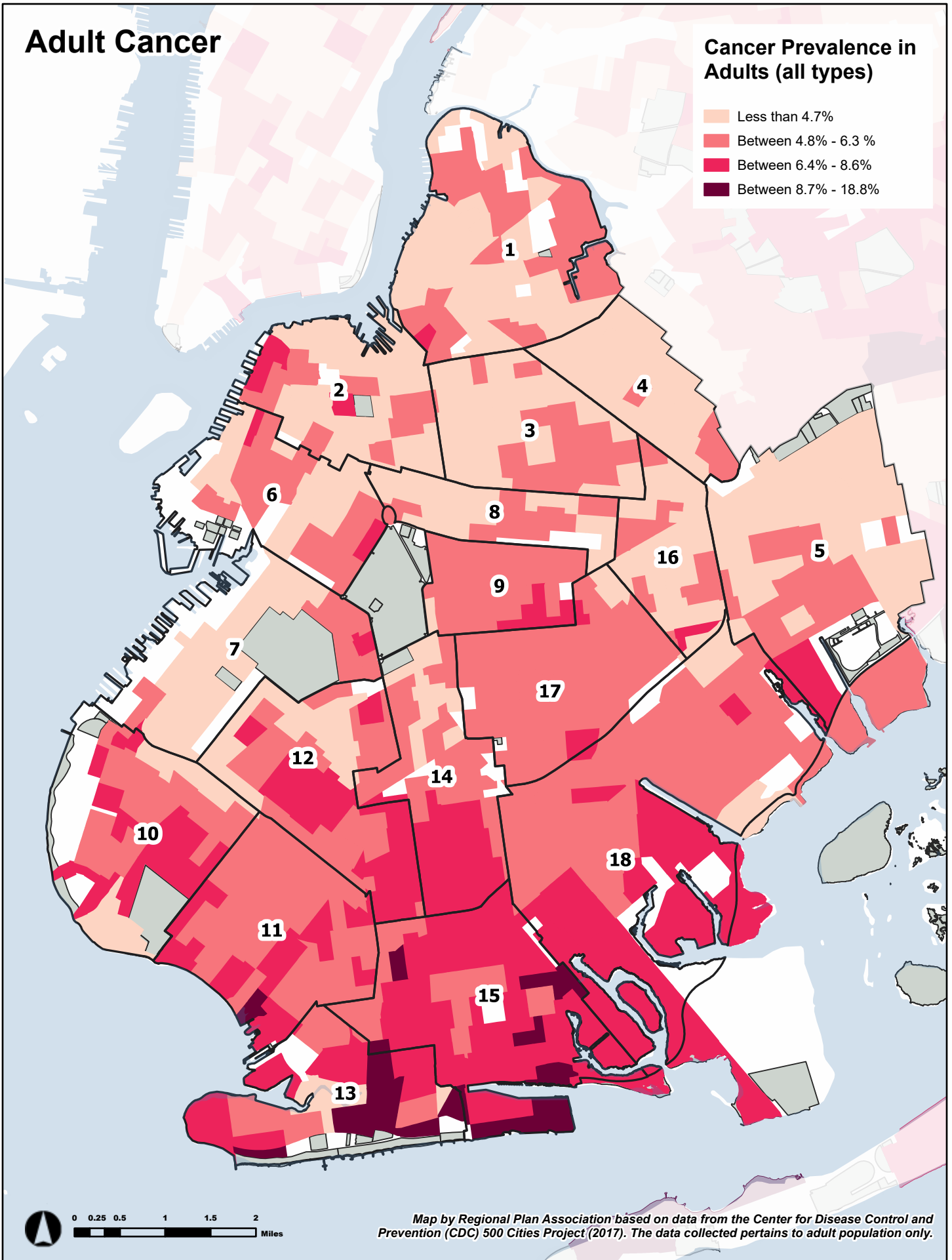
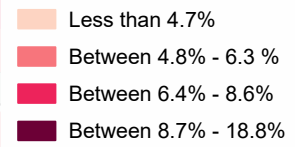
- Less than 12.7
- Between 12.7 - 24.3
- Between 24.3 - 41.9
- Between 41.9 - 73.5



Map by Brooklyn Borough Hall based on NYS Department of Health Asthma Dashboard, 2018-2020, by Modified ZIP Code Tabulation Areas.

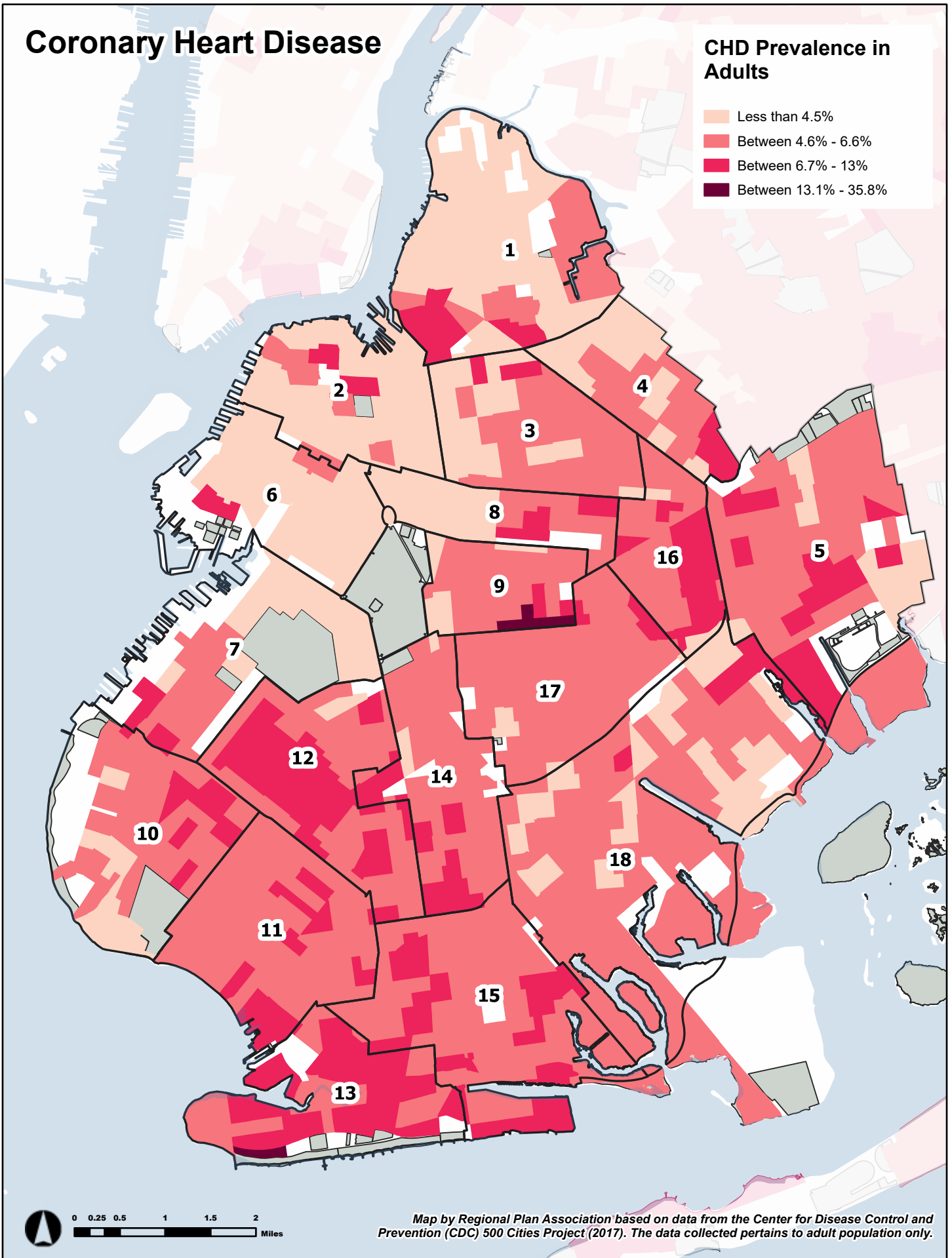
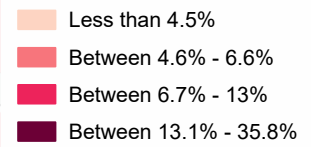
Adult Cancer

Cancer Prevalence in Adults (all types)



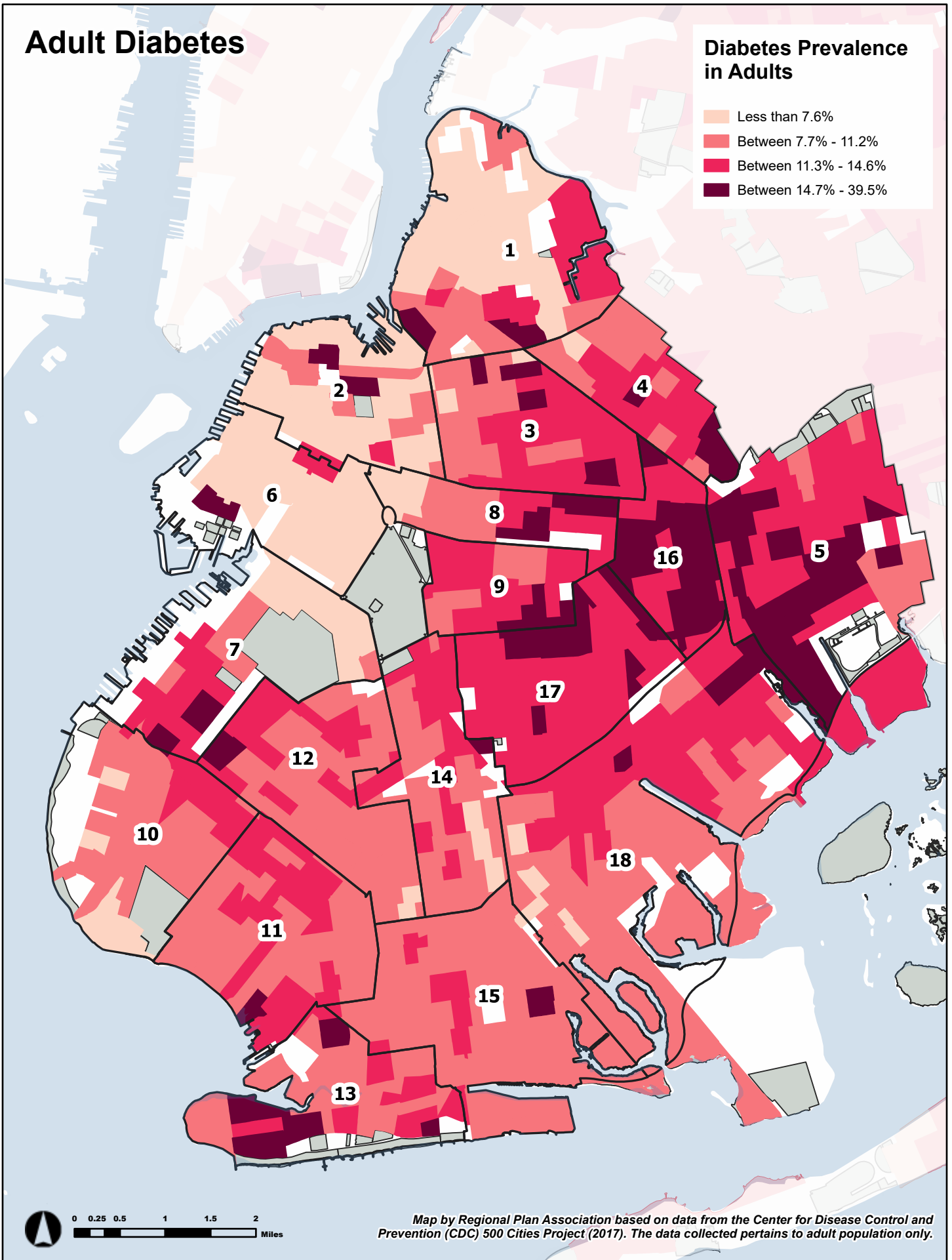
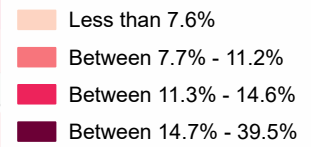
Coronary Heart Disease

CHD Prevalence in Adults



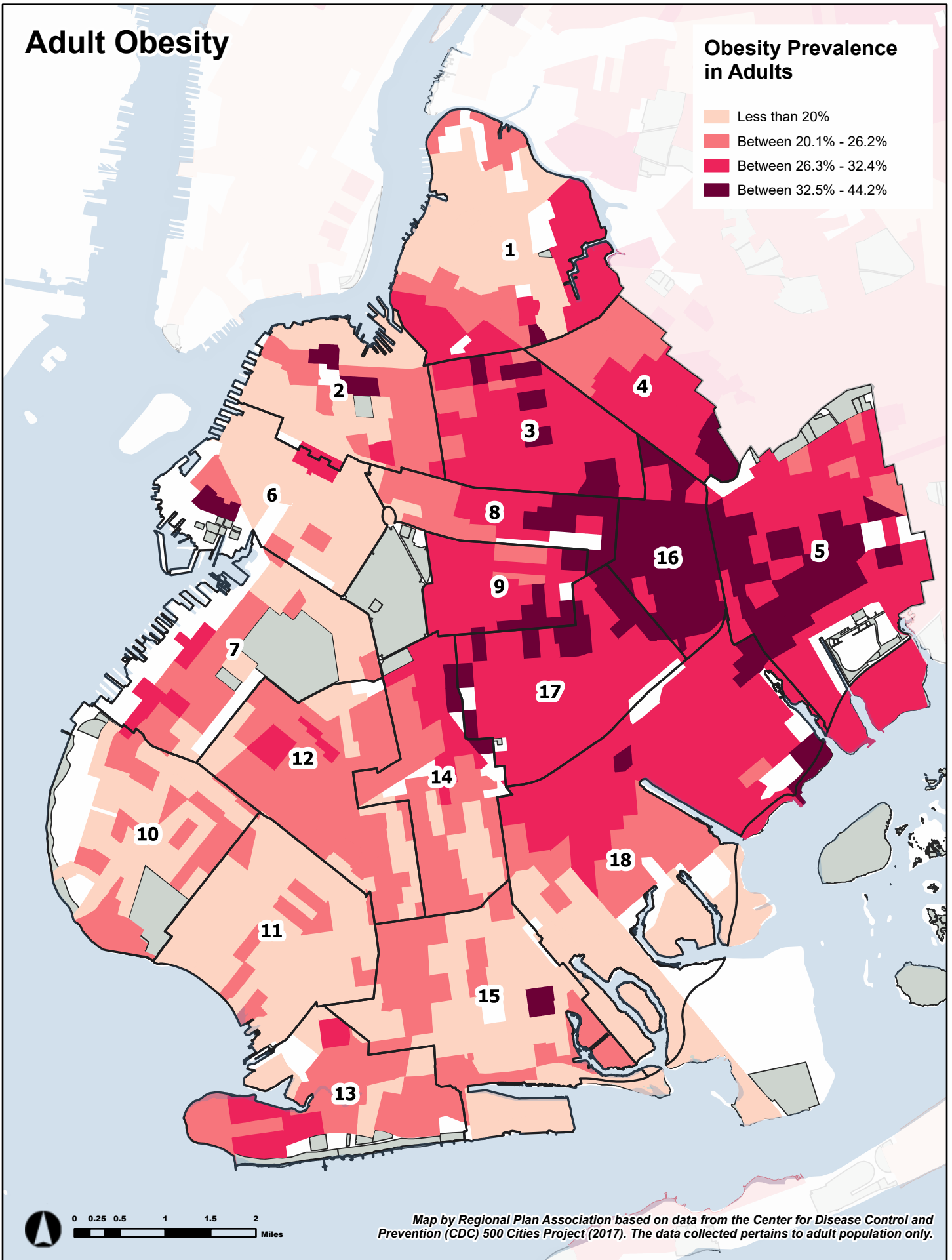
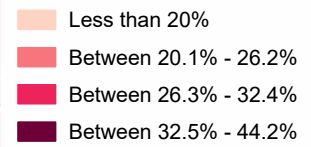
Adult Diabetes

Diabetes Prevalence in Adults



Adult Obesity

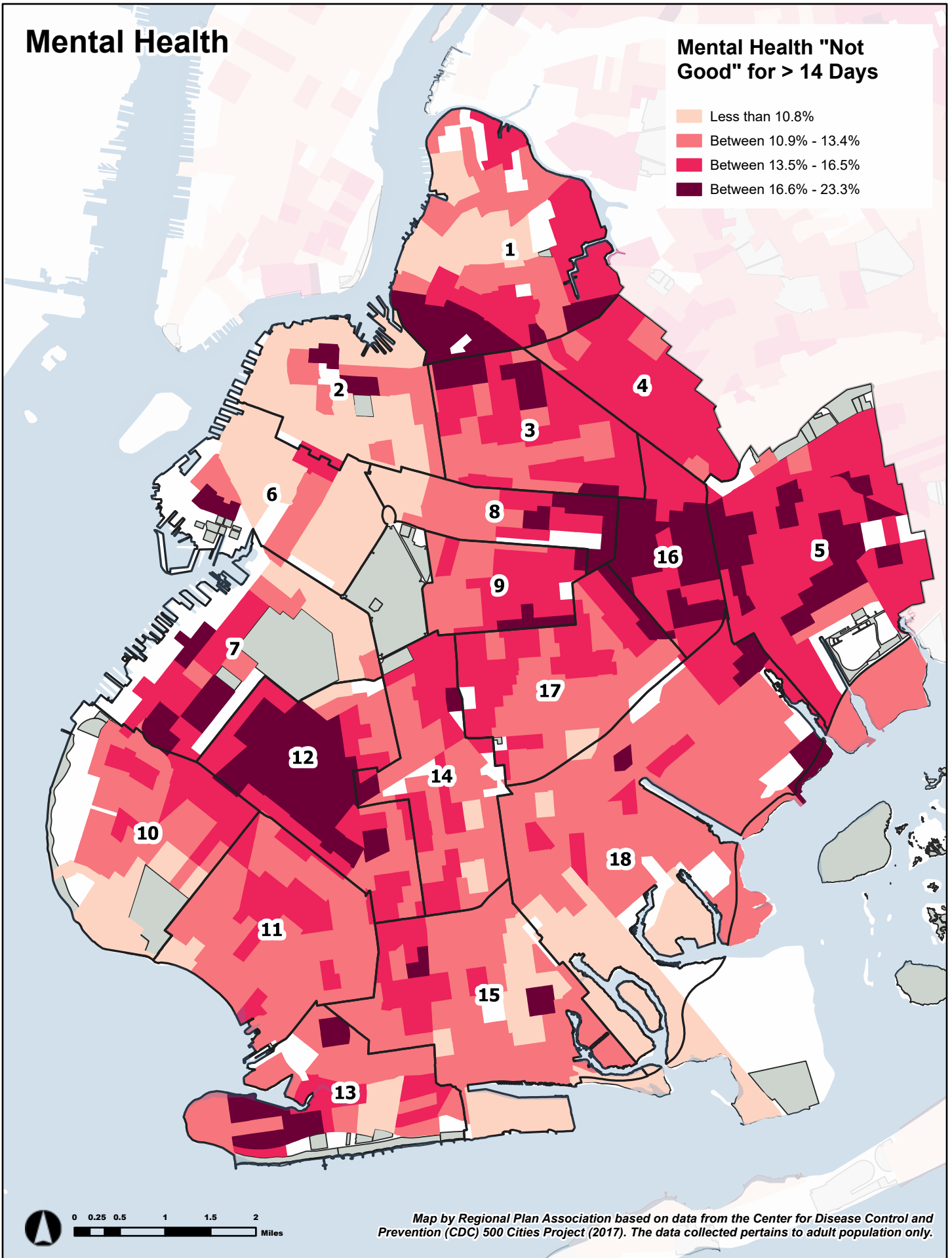
Obesity Prevalence in Adults



Mental Health

Mental Health "Not Good" for > 14 Days

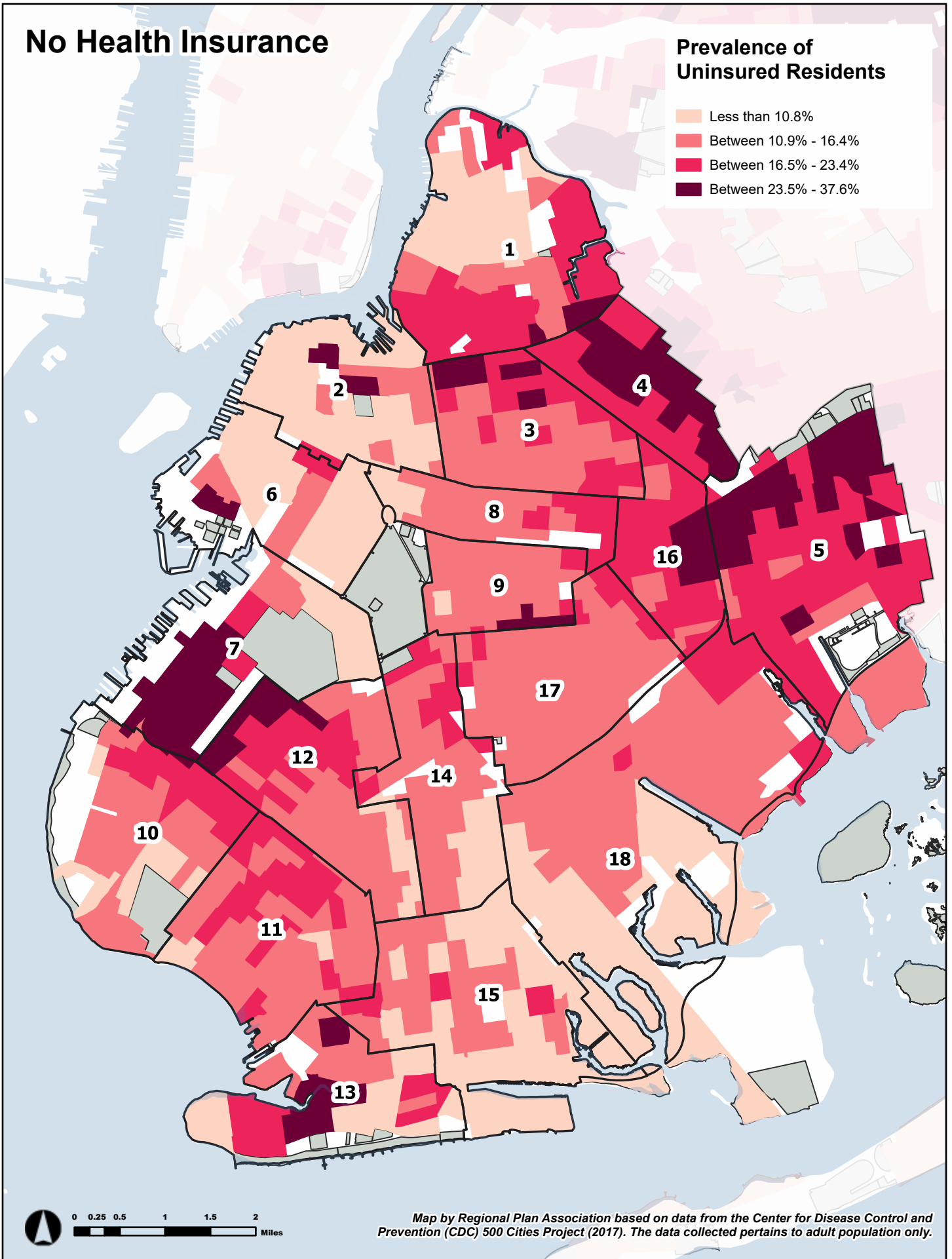
- Less than 10.8%
- Between 10.9% - 13.4%
- Between 13.5% - 16.5%
- Between 16.6% - 23.3%



No Health Insurance

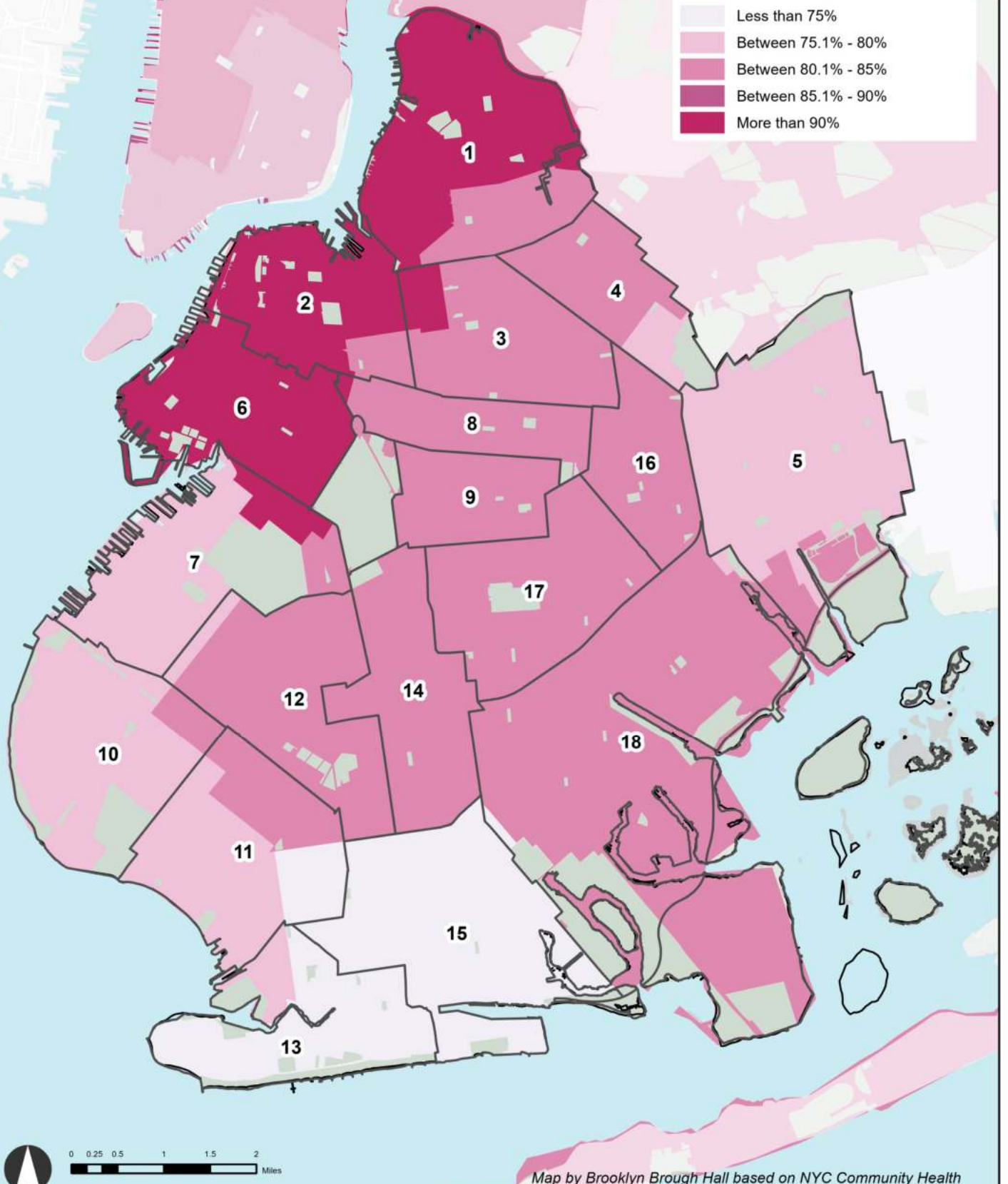
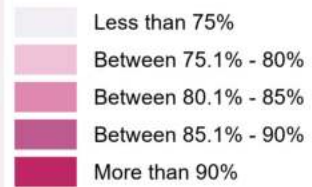
Prevalence of Uninsured Residents

- Less than 10.8%
- Between 10.9% - 16.4%
- Between 16.5% - 23.4%
- Between 23.5% - 37.6%



Self-Reported Health

Percent of Adult Population Reporting Excellent, Very Good, or Good Health

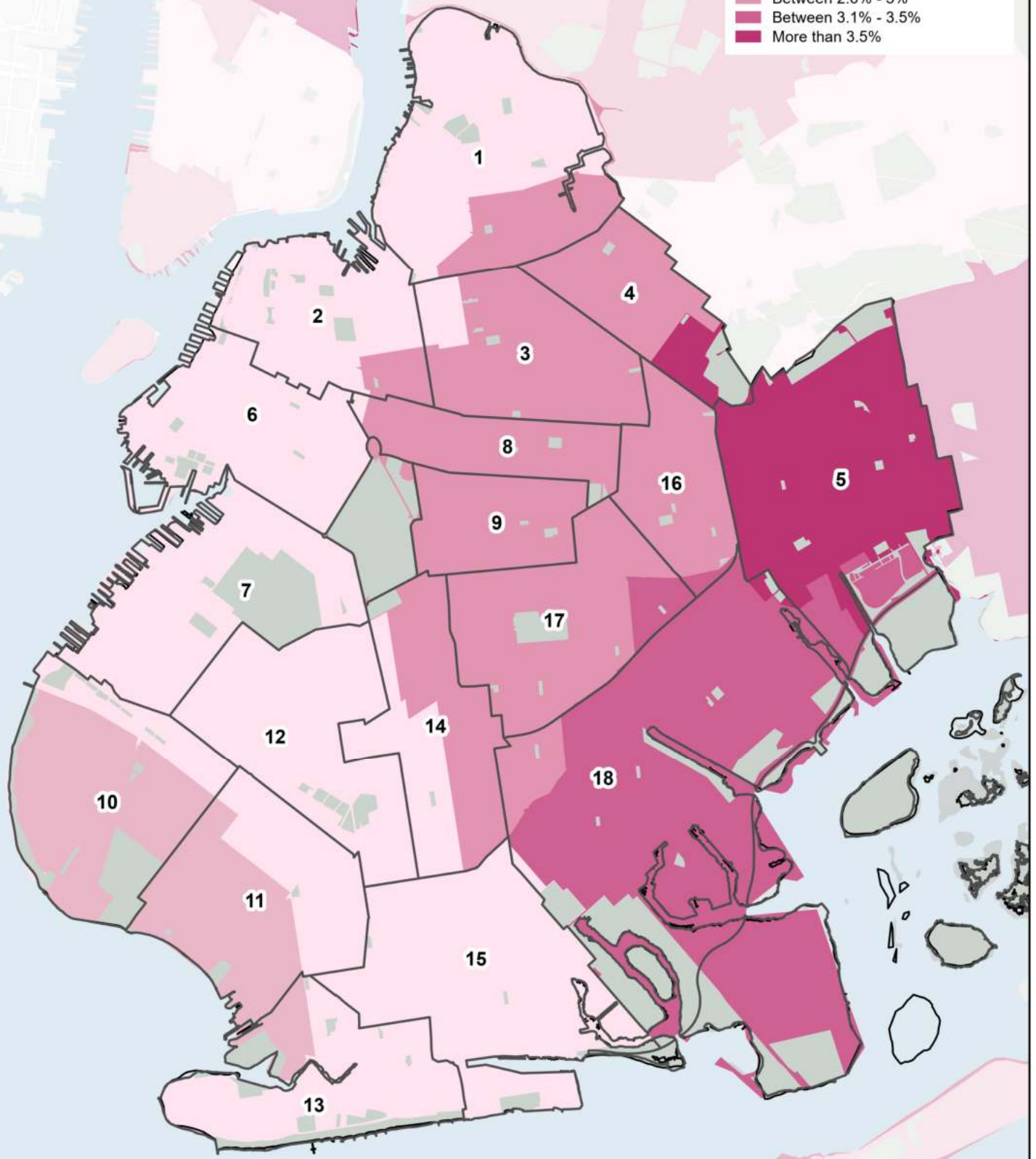


Map by Brooklyn Brough Hall based on NYC Community Health Survey, Self-Reported Health by United Hospital Fund neighborhoods, 2020.

Low Birth Weight at Full Term

Percent Low Birth Weight at Full Term

- Less than 2%
- Between 2.1% - 2.5%
- Between 2.6% - 3%
- Between 3.1% - 3.5%
- More than 3.5%



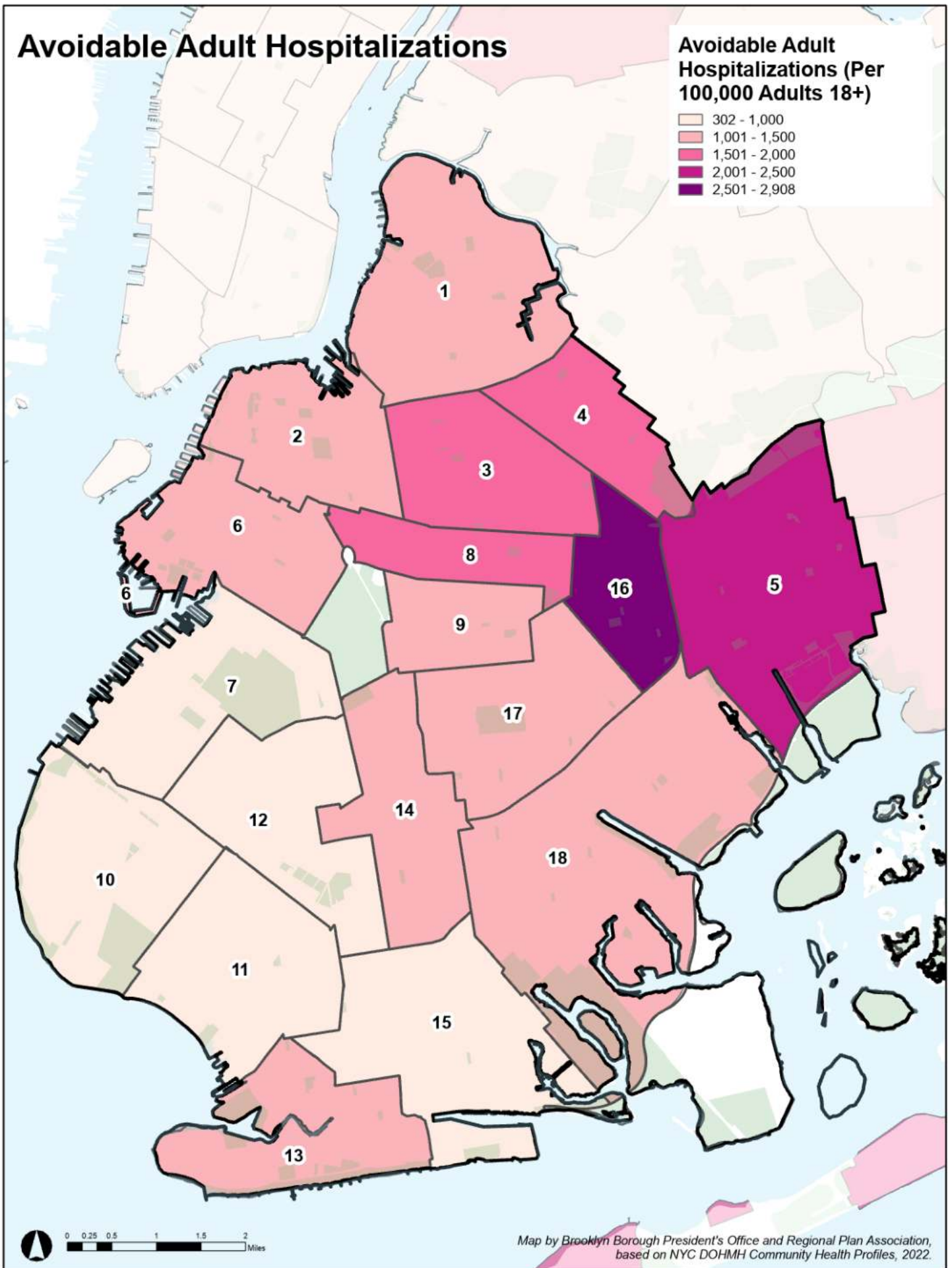
0 0.25 0.5 1 1.5 2 Miles

Map by Brooklyn Borough President's Office based on NYC Community Health Survey, Low Birth Weight at Full term by UHF neighborhoods, 2013

Avoidable Adult Hospitalizations

Avoidable Adult Hospitalizations (Per 100,000 Adults 18+)

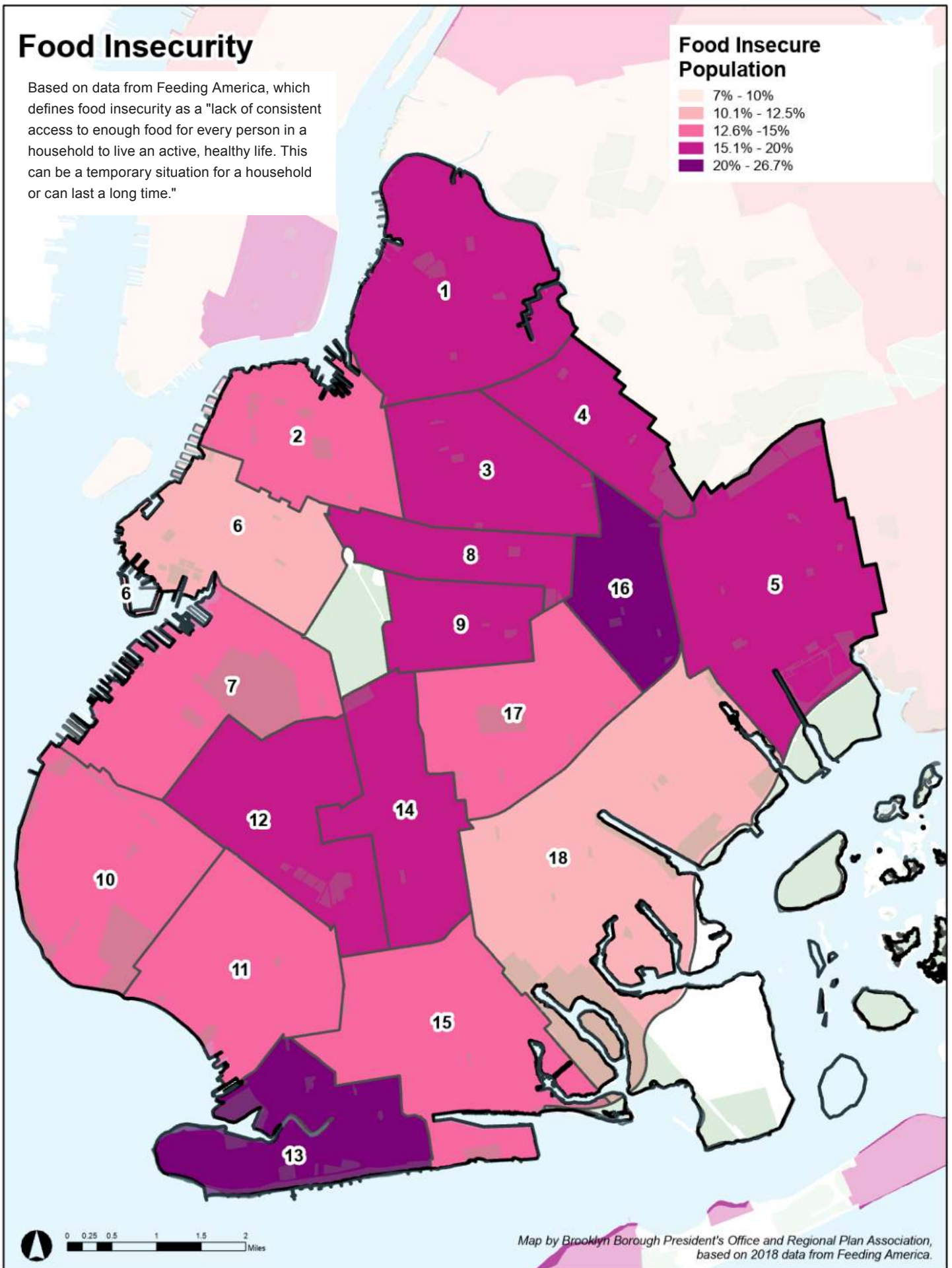
- 302 - 1,000
- 1,001 - 1,500
- 1,501 - 2,000
- 2,001 - 2,500
- 2,501 - 2,908



Food Insecurity

Based on data from Feeding America, which defines food insecurity as a "lack of consistent access to enough food for every person in a household to live an active, healthy life. This can be a temporary situation for a household or can last a long time."

Food Insecure Population

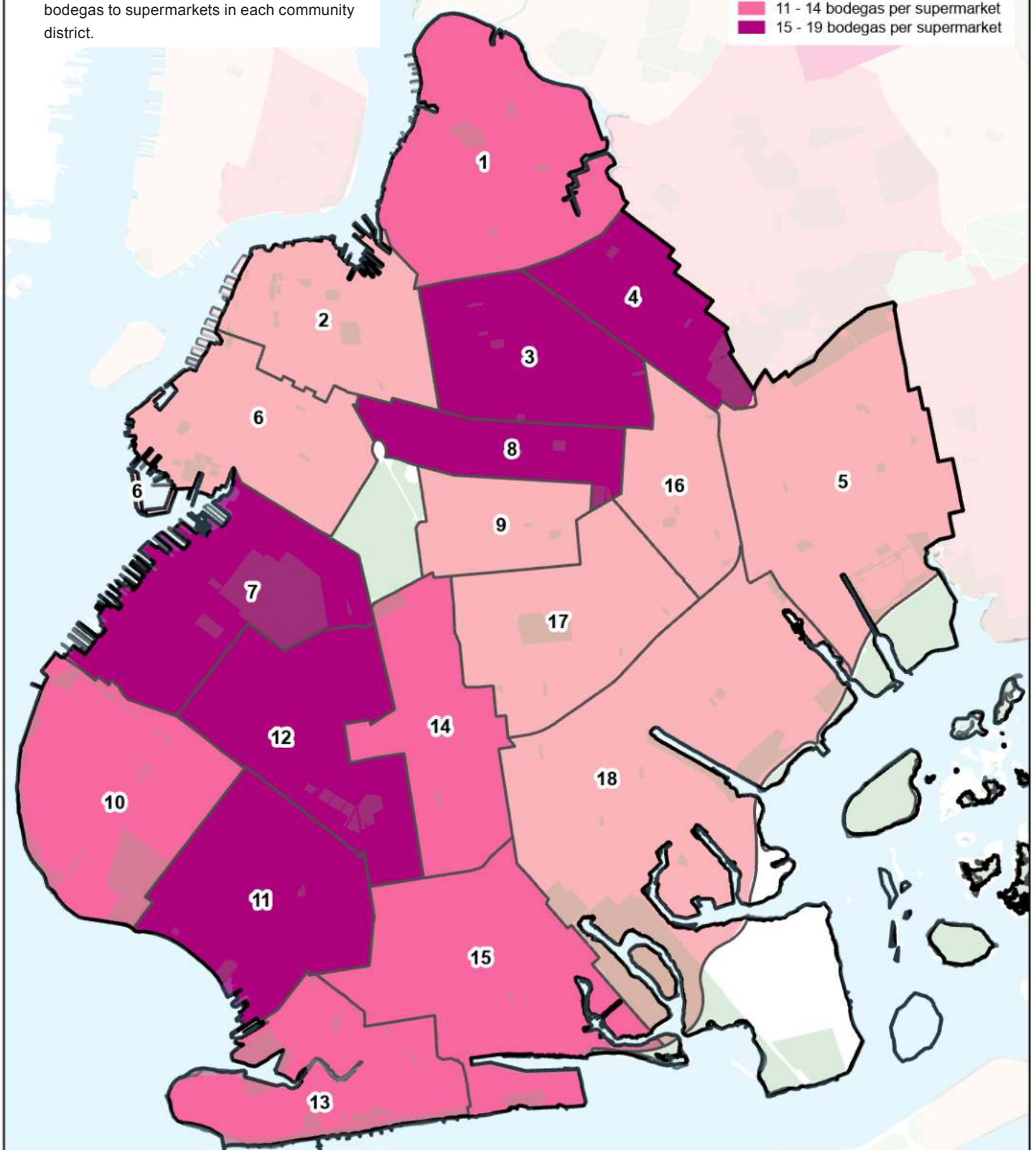


Unhealthy Food Access

The Department of Health and Mental Hygiene (DOHMH) publishes its own measure of unhealthy access, based on the ratio of bodegas to supermarkets in each community district.

Ratio of Bodegas to Supermarkets

- 3 - 6 bodegas per supermarket
- 7 - 10 bodegas per supermarket
- 11 - 14 bodegas per supermarket
- 15 - 19 bodegas per supermarket



0 0.25 0.5 1 1.5 2 Miles

Map by Brooklyn Borough President's Office and Regional Plan Association, based on NYS Department of Agriculture and Markets via DOHMH's Environment and Health Data Portal, 2016.

Land Use and Built Form

Brooklyn's land area is approximately 71 square miles, large enough to fit Prospect Park almost 90 times.

This land is distributed across 276,000 individual tax lots. The majority of these properties are improved with residential uses, and over half (144,000) are classified as detached single-family homes.

Brooklyn contains approximately one million residential units, with roughly half located on lots classified as multi-family buildings. Of the remainder, 35% are classified as attached single-family homes, and 15% are detached, single-family residences on larger lots. The northern half of the borough contains the vast majority of its multi-family buildings. These neighborhoods, particularly Downtown Brooklyn, are also home to most of the borough's commercial and mixed-use buildings. Single-family homes and lower-density uses are largely concentrated in southern Brooklyn.

Low-density commercial corridors (often overlaid on residential zones) form a network across the borough, providing neighborhood retail and services. The majority of the borough's manufacturing uses are clustered along the northern border with Queens abutting Newtown Creek, the western shore between Red Hook and Sunset Park, and in the eastern Industrial Business Zones (IBZs, or geographic areas that serve as safe havens for manufacturing firms) of East New York and Flatbush/Flatlands.

Land Use

Though Brooklyn boasts a diversity of land uses across its neighborhoods, the plurality of land is devoted to residential use. Multifamily residential buildings are most common in the northern half of the borough, while one- and two-family homes are more common in the borough's southern half. The manufacturing sector tends to seek proximity to major roadways and industrial waterways. Heavy manufacturing zoning is mapped primarily along the New York Harbor, East River, and Newtown Creek, though a significant industrial employment base is also located in eastern Brooklyn. Open spaces and public facilities are distributed throughout the borough, though certain types are clustered disproportionately in particular neighborhoods. Downtown Brooklyn, the borough's commercial core, contains

the bulk of its mixed-use and office buildings. Lower-density commercial buildings are found in outlying residential areas that permit local retail and offices.

Zoning Districts

Brooklyn is mapped with residential, commercial, and manufacturing zoning districts that regulate building uses and forms. Industrial districts are prevalent along the waterfronts of the New York Harbor, Newtown Creek, and the Gowanus Canal, and along freight rail lines in East New York and Canarsie. Many major avenues and most of Downtown Brooklyn are zoned to support commercial uses, allowing densities with Floor Area Ratios (FAR) that range between 1 and 15. Residential zoning makes up the balance, with the Downtown area and select corridors allowing for the greatest densities, and low-density residential districts dominating the southern half of the borough.

Residential Floor Area Ratio

The floor area ratio (FAR) is the principal bulk regulation controlling the size of buildings. FAR is the ratio of total building floor area to the area of its zoning lot. Most of the borough's residential districts only allow for low densities ranging from 0.5 up to 2 FAR. These districts are found in the southern half, but also in a few neighborhoods in the central part of the borough. Downtown Brooklyn allows for the greatest residential density, with an allowable FAR of up to 10. Some waterfront areas, select corridors along Fulton Street and Atlantic Avenue, as well as northeastern blocks adjacent to Prospect Park allow up to 6 residential FAR. Most neighborhoods concentrated in the northern half and outer borough commercial corridors, allow FAR densities of up to 4 FAR.

Zoning Changes

Most zoning map amendments adopted from 2014-2023 sought to facilitate new affordable housing and mixed use development. Gowanus and East New York saw large neighborhood-scale rezonings aligned with these goals during the de Blasio administration. Additionally, the City has approved 85 smaller private rezonings to support increased development in Brooklyn since 2014.

During the Bloomberg administration (2002-2014) neighborhood rezonings generally limited residential density to preserve neighborhood character and discourage out-of-scale development. These rezonings generally occurred in central and southern Brooklyn.²⁶ A notable exception is the 2005 Greenpoint/Williamsburg rezoning, which has enabled significant multi-family development along the North Brooklyn waterfront.

Historic and Individual Landmarks

The New York City Landmarks Preservation Commission (LPC) designates individual buildings and districts with historical significance as NYC landmarks. Alterations, demolitions, and new buildings in historic districts require LPC review and approval. Most of Brooklyn's historic districts are located in Brooklyn Heights (CD 2), Bedford-Stuyvesant (CD 3), Park Slope (CD 6) and Crown Heights (CD 8), while individual landmarks are found across the borough. Neighborhoods such as Borough Park (CD 12) East Flatbush (CD 17), and Canarsie (in the northeast portion of CD 18) have relatively few individual landmarks and historic districts.

Transit Zones

Adopted in 2016 and mapped within the Zoning Resolution (ZR), Transit Zones delineate areas near public transportation where affordable and/or senior housing developments are exempt from parking requirements. While Transit Zones cover much of the borough, they exclude areas of southeastern Brooklyn where residents lack proximity to subway lines. Notably, Bay Ridge (CD 10) and parts of Borough Park (CD 12) are excluded but do have nearby subway service.

Business and Industrial Areas

Much of Brooklyn's industrial land is concentrated along the New York Harbor and East River, and in northern Brooklyn along Newtown Creek. These areas, which are primarily zoned M2 and M3, also fall within Significant Maritime and Industrial Areas (SMIAs), designated in 1992 to protect and encourage the city's working waterfront.

Industrial Business Zones (IBZs) were created in 2005 to protect the city's manufacturing sector. Brooklyn's IBZs cover the Brooklyn Navy Yard and parts of East New York, Flatlands, North Brooklyn, and Southwest Brooklyn.

Business Improvement Districts (BIDs) are public-private partnerships overseen by the City and run by boards of local property owners, merchants, and elected officials. They support retail corridors with maintenance, marketing, and advocacy efforts. Brooklyn's BIDs are scattered throughout the borough's commercial areas.

FRESH Zones

The Food Retail Expansion to Support Health (FRESH) program was created in 2009 to bring healthy, affordable foods to underserved neighborhoods. FRESH Zones offer incentives to create

and maintain grocery stores in "food deserts" where residents lack sufficient access to fresh meats, fruits, and vegetables (as discussed in the Health section). Much of Brooklyn is eligible for either a discretionary tax incentive or zoning incentives offering greater development capacity in exchange for including a grocery store. The City identified much of central and eastern Brooklyn as a FRESH focus area in 2009, and recently added Borough Park and Coney Island in 2021.

Improvement Land Value Ratios

Lots in northern Brooklyn and Sunset Park tend to have high improvement value ratios, meaning that buildings built on these lots are worth 12 to 100 times as much as the underlying land. In southern Brooklyn, improvement ratios for small sites are generally lower, especially in East Flatbush. Large lots throughout the borough often have improvement ratios between 6 and 12. As long as zoning allows, new development is more likely to occur in parcels with lower improvement ratios.

FEEDBACK UPDATE

What we heard:

- There is a need to build support for comprehensive planning across political groups to move away from the status quo of spot rezonings.
- Changes to land use and zoning need to incorporate hyper-local nuances and public health considerations.

Updates

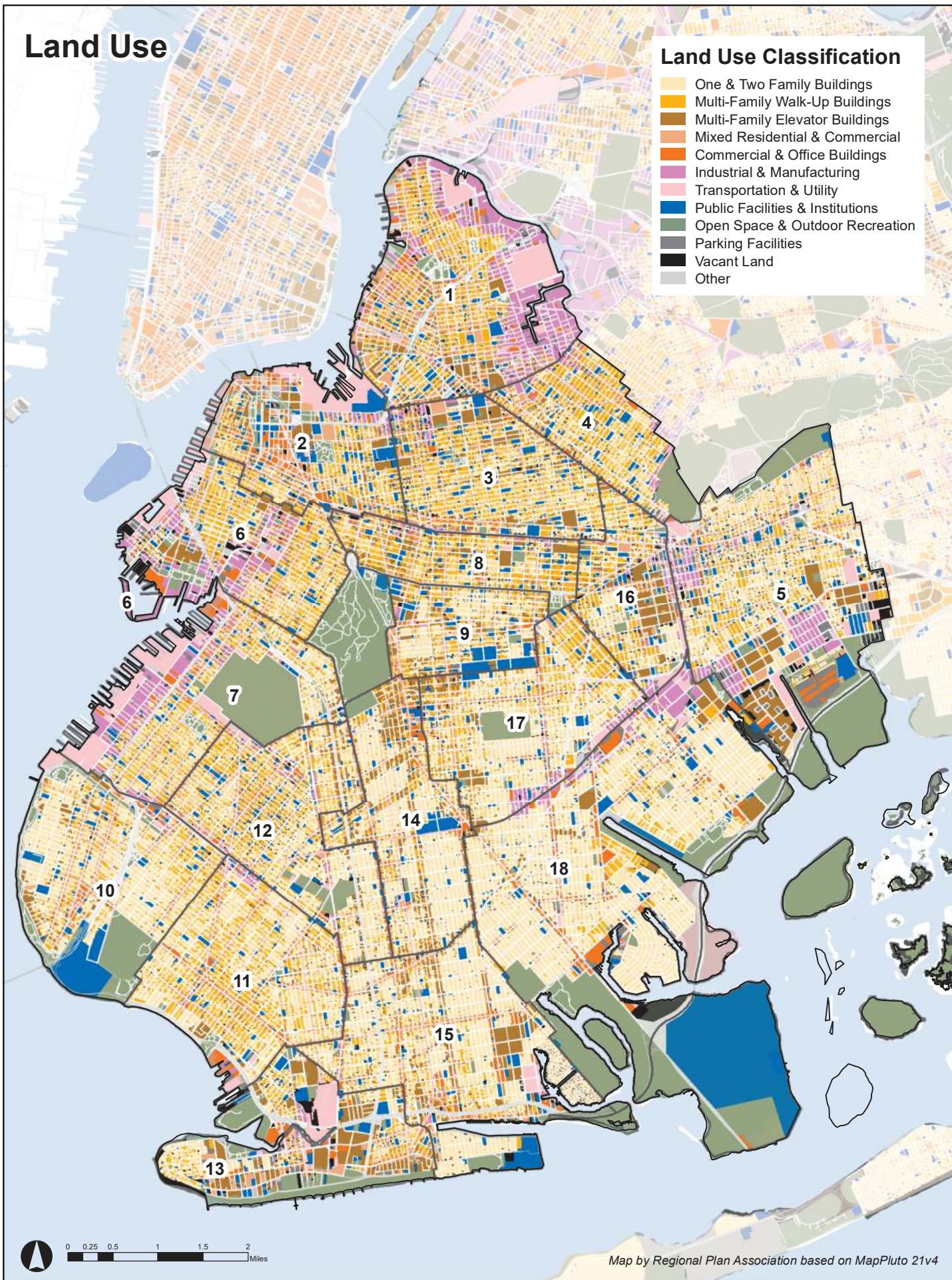
- Simplified several maps throughout the section by removing the land use layer.
- Added a breakout of land use by specific categories.

²⁶ Goldberg, Leo. Game of Zones: Neighborhood Rezoning and Uneven Urban Growth in Bloomberg's New York City (June 2015)

Land Use

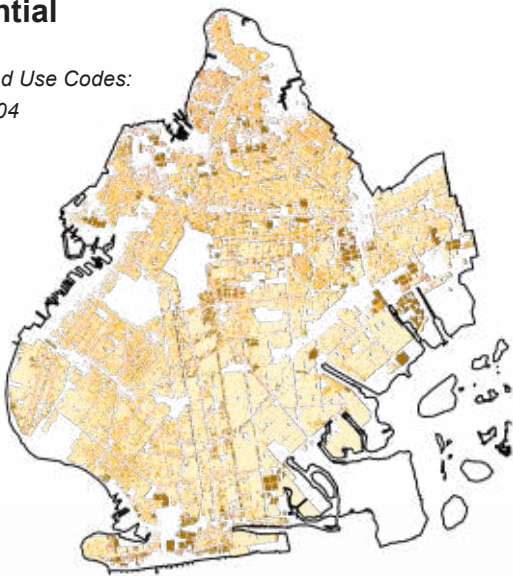
Land Use Classification

- One & Two Family Buildings
- Multi-Family Walk-Up Buildings
- Multi-Family Elevator Buildings
- Mixed Residential & Commercial
- Commercial & Office Buildings
- Industrial & Manufacturing
- Transportation & Utility
- Public Facilities & Institutions
- Open Space & Outdoor Recreation
- Parking Facilities
- Vacant Land
- Other



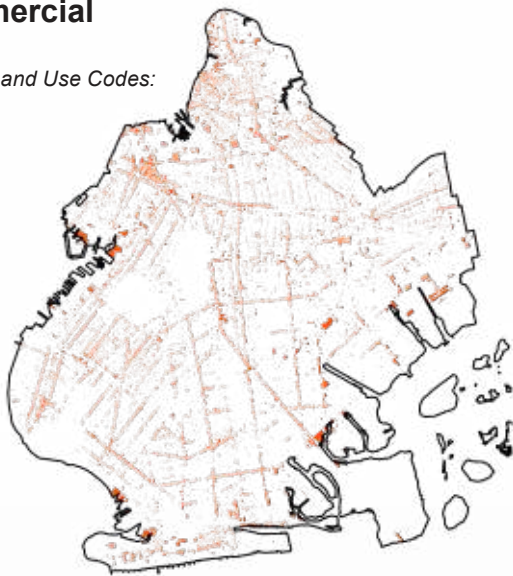
Residential

PLUTO Land Use Codes:
01, 02, 03, 04



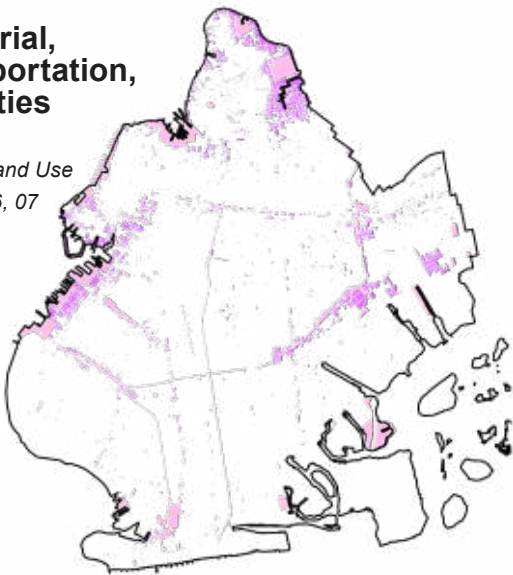
Commercial

PLUTO Land Use Codes:
04, 05



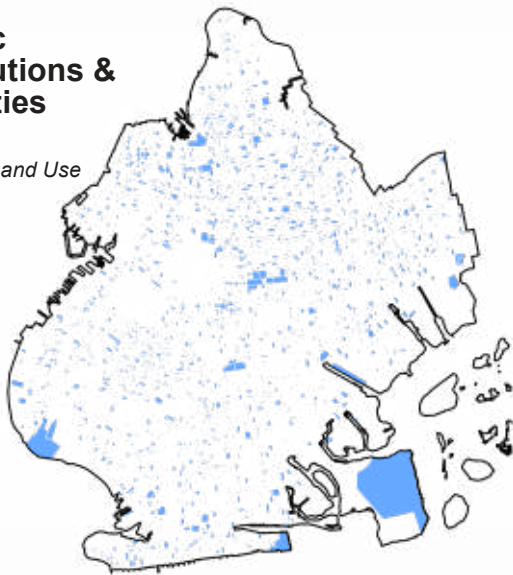
**Industrial,
Transportation,
& Utilities**

PLUTO Land Use Codes: 06, 07



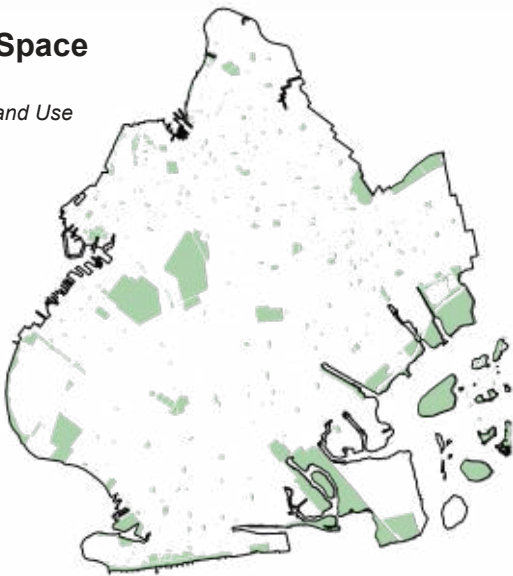
**Public
Institutions &
Facilities**

PLUTO Land Use Code: 08



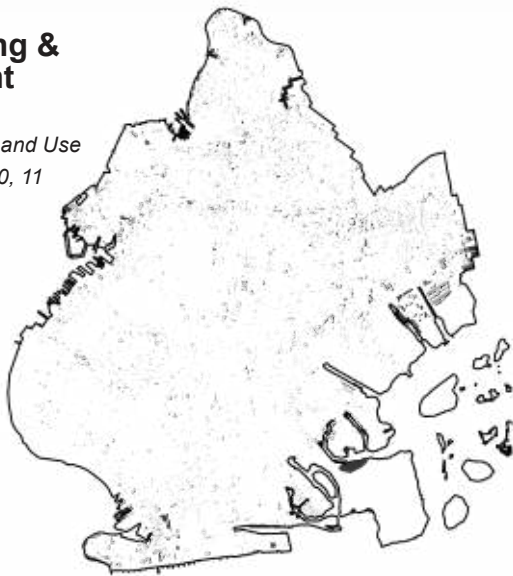
Open Space

PLUTO Land Use Code: 09










**Parking &
Vacant**

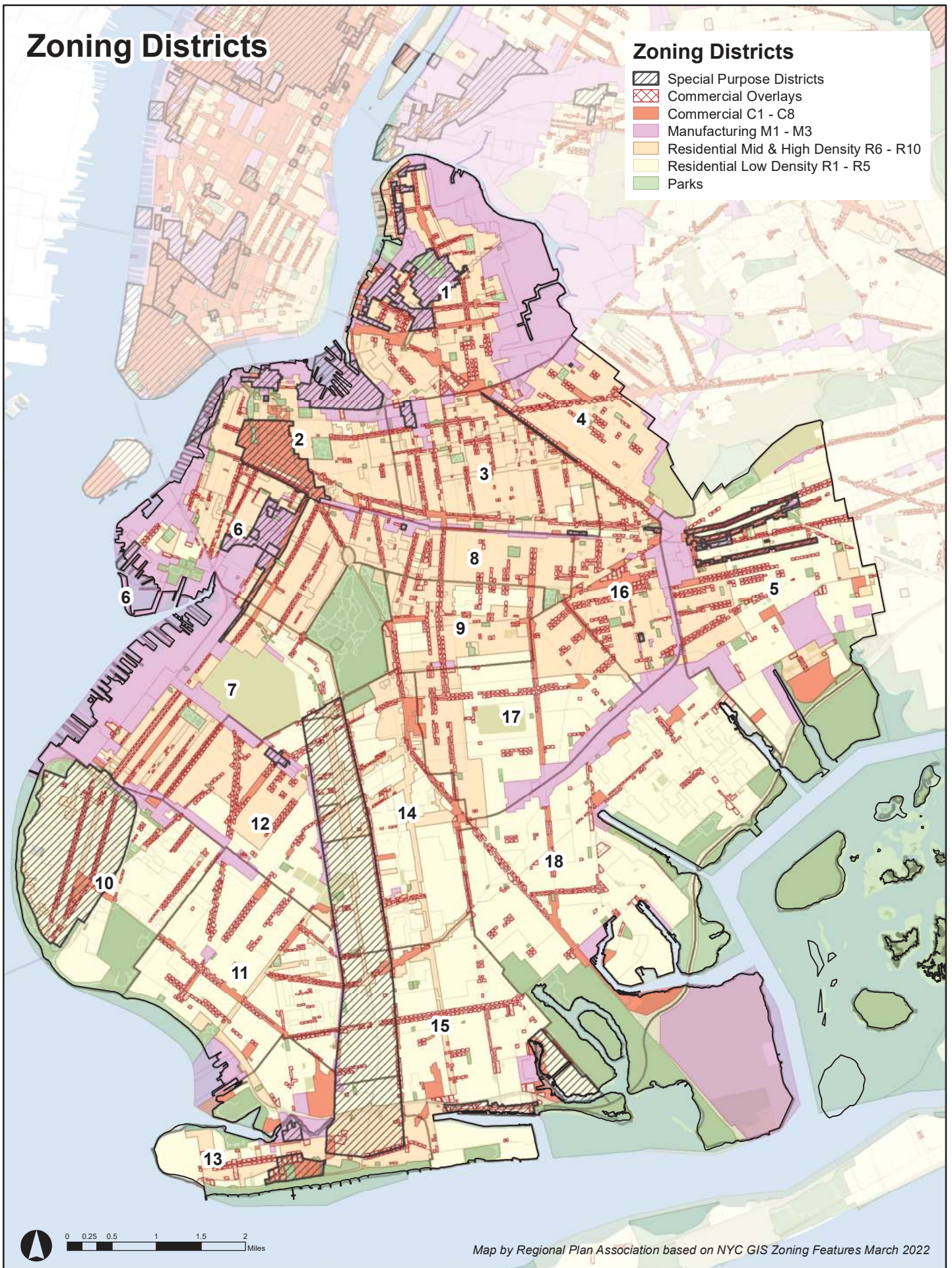
PLUTO Land Use Codes: 10, 11



Zoning Districts

Zoning Districts

-  Special Purpose Districts
-  Commercial Overlays
-  Commercial C1 - C8
-  Manufacturing M1 - M3
-  Residential Mid & High Density R6 - R10
-  Residential Low Density R1 - R5
-  Parks



0 0.25 0.5 1 1.5 2 Miles

Map by Regional Plan Association based on NYC GIS Zoning Features March 2022

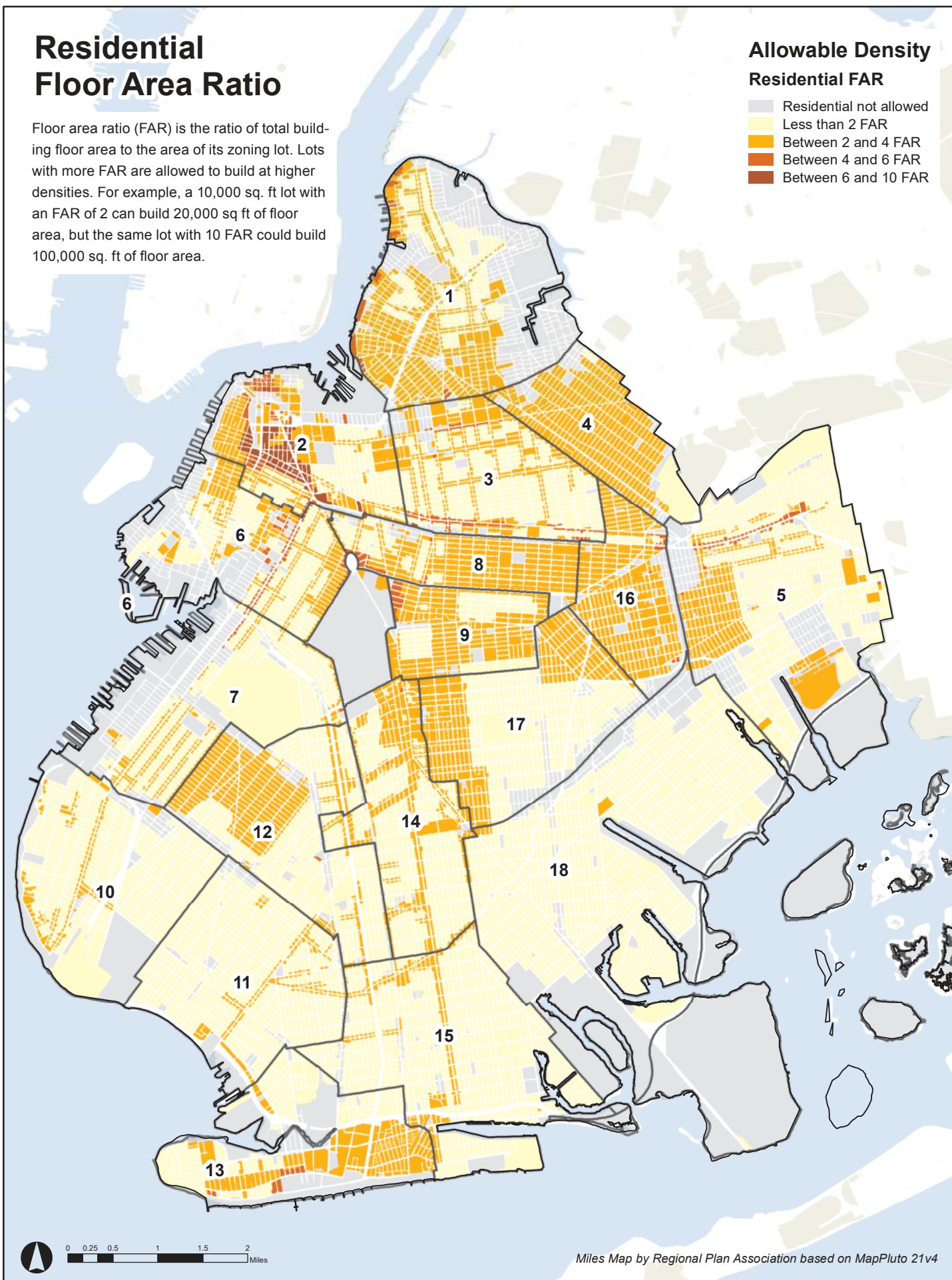
Residential Floor Area Ratio

Floor area ratio (FAR) is the ratio of total building floor area to the area of its zoning lot. Lots with more FAR are allowed to build at higher densities. For example, a 10,000 sq. ft lot with an FAR of 2 can build 20,000 sq ft of floor area, but the same lot with 10 FAR could build 100,000 sq. ft of floor area.

Allowable Density

Residential FAR

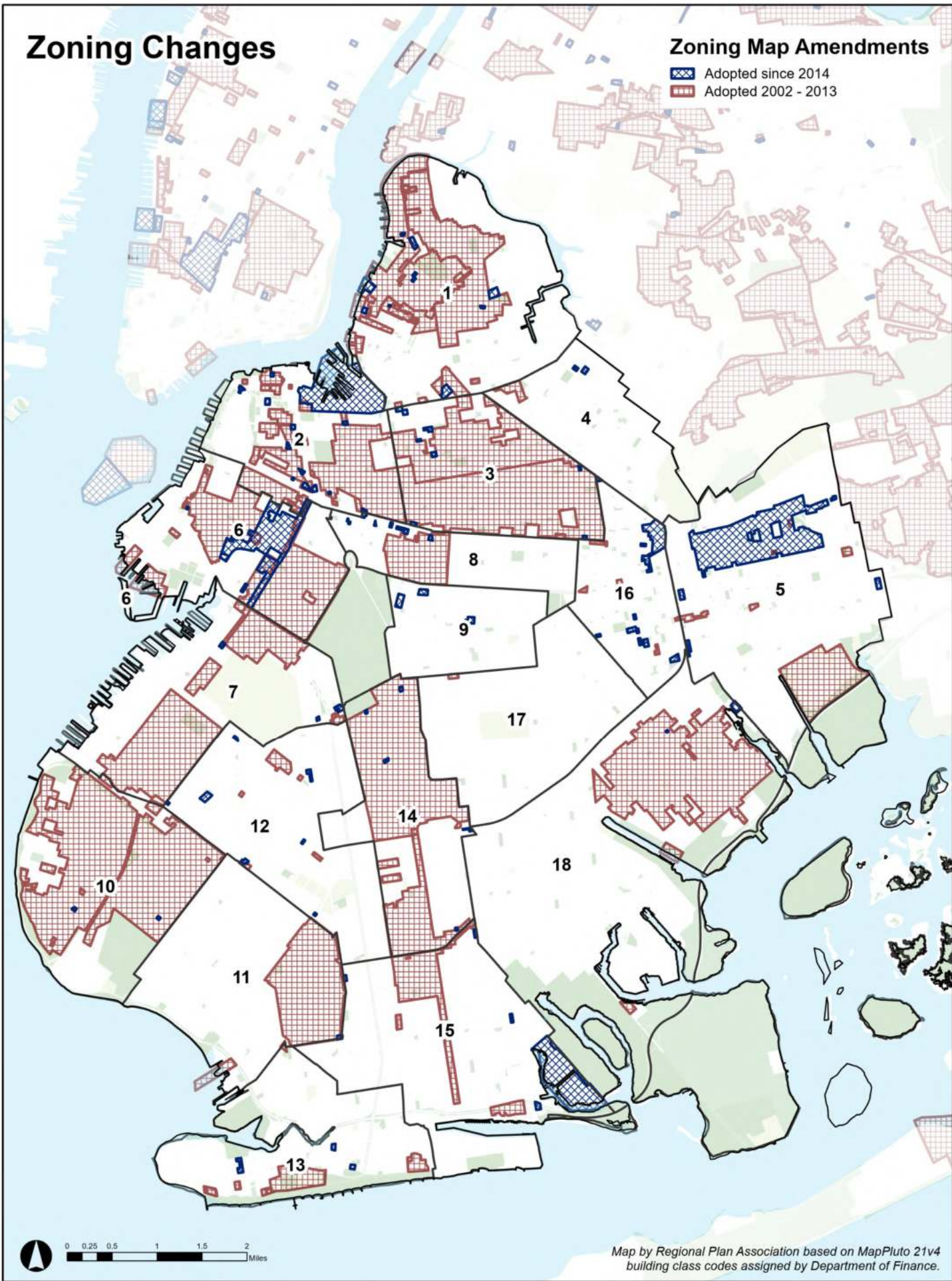
- Residential not allowed
- Less than 2 FAR
- Between 2 and 4 FAR
- Between 4 and 6 FAR
- Between 6 and 10 FAR



Zoning Changes

Zoning Map Amendments

- Adopted since 2014
- Adopted 2002 - 2013

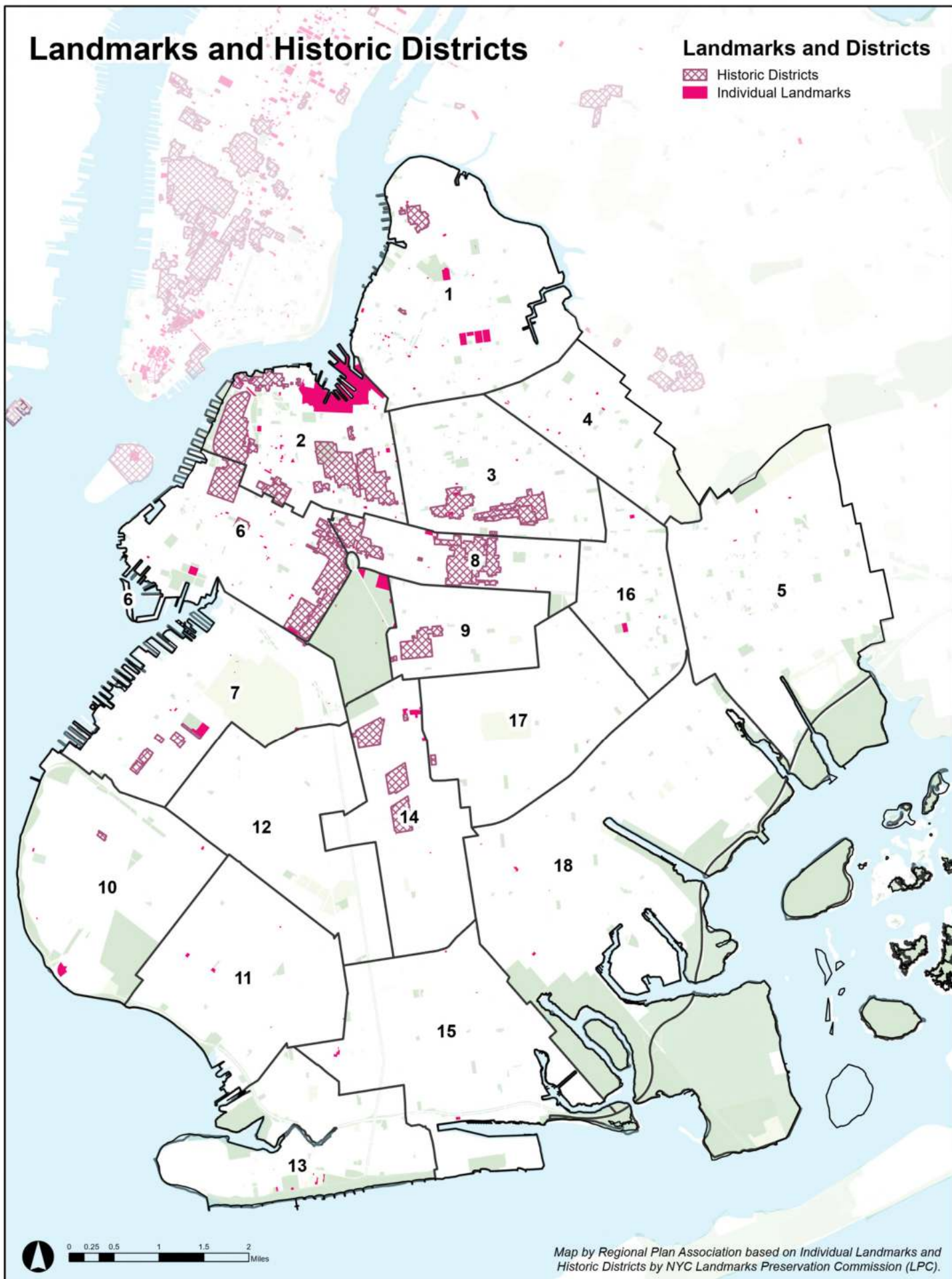


Map by Regional Plan Association based on MapPluto 21v4
building class codes assigned by Department of Finance.

Landmarks and Historic Districts

Landmarks and Districts

- Historic Districts
- Individual Landmarks

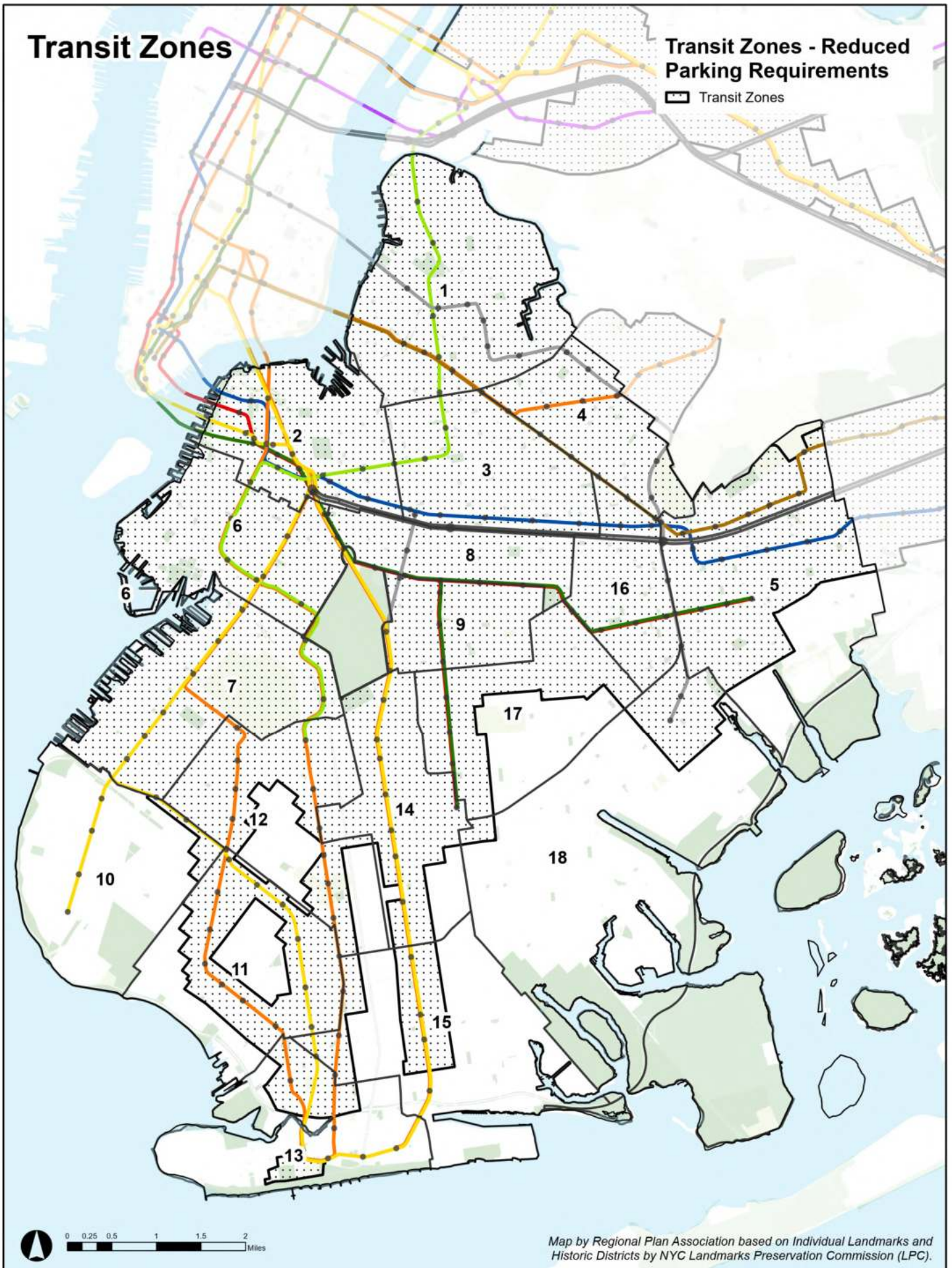


Map by Regional Plan Association based on Individual Landmarks and Historic Districts by NYC Landmarks Preservation Commission (LPC).

Transit Zones

Transit Zones - Reduced Parking Requirements

Transit Zones



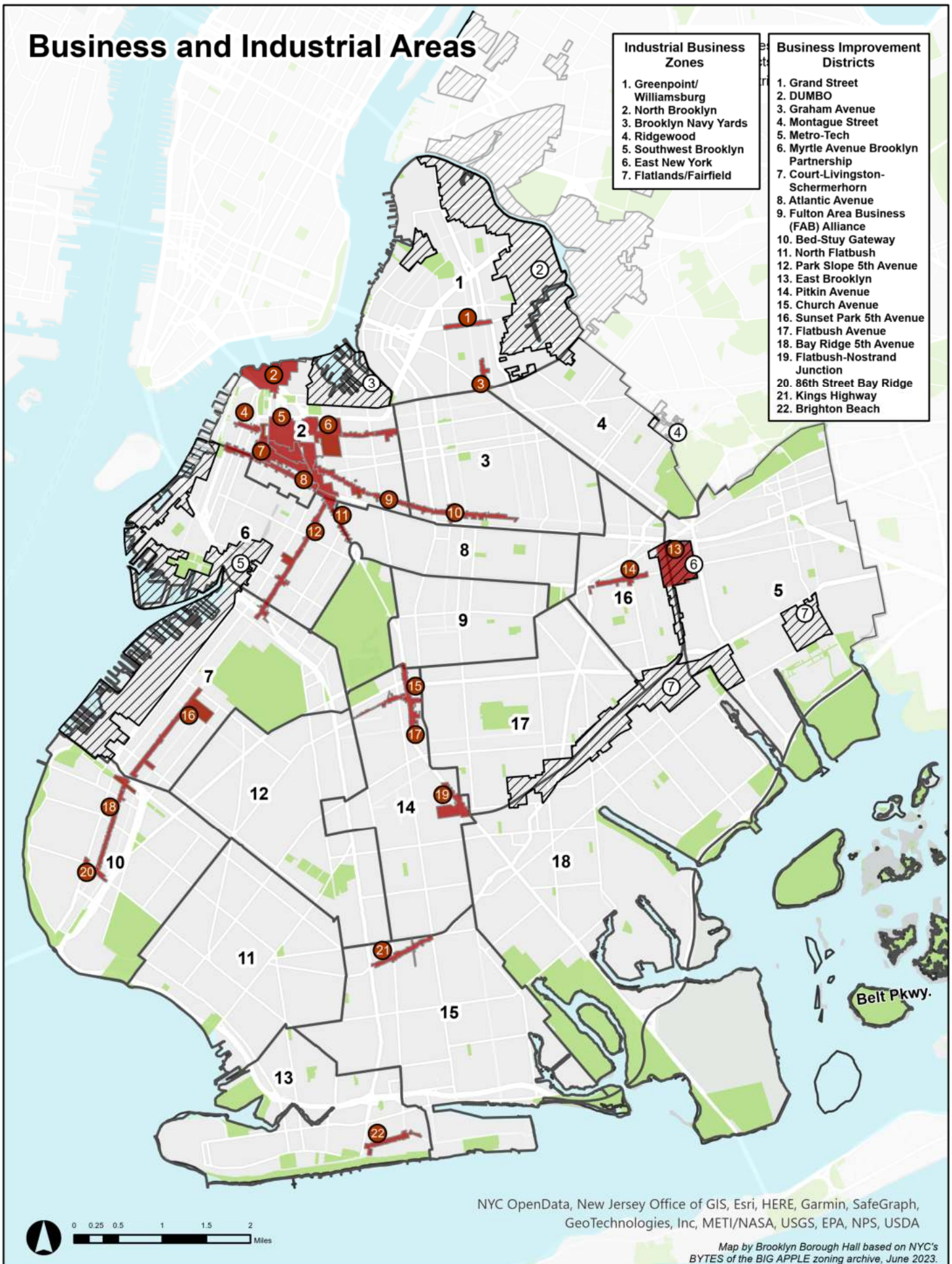
Business and Industrial Areas

Industrial Business Zones

1. Greenpoint/Williamsburg
2. North Brooklyn
3. Brooklyn Navy Yards
4. Ridgewood
5. Southwest Brooklyn
6. East New York
7. Flatlands/Fairfield





Business Improvement Districts

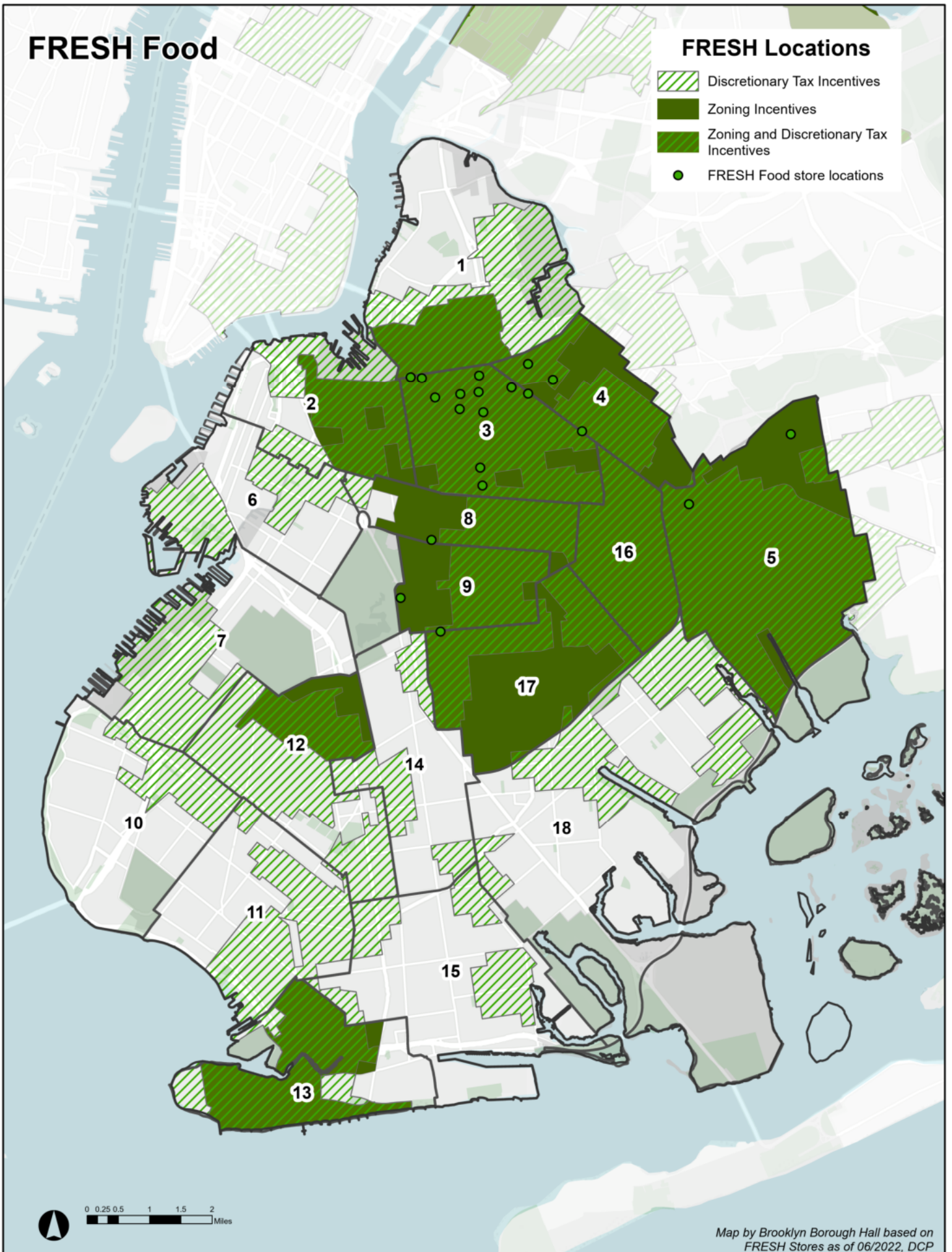
1. Grand Street
2. DUMBO
3. Graham Avenue
4. Montague Street
5. Metro-Tech
6. Myrtle Avenue Brooklyn Partnership
7. Court-Livingston-Schermerhorn
8. Atlantic Avenue
9. Fulton Area Business (FAB) Alliance
10. Bed-Stuy Gateway
11. North Flatbush
12. Park Slope 5th Avenue
13. East Brooklyn
14. Pitkin Avenue
15. Church Avenue
16. Sunset Park 5th Avenue
17. Flatbush Avenue
18. Bay Ridge 5th Avenue
19. Flatbush-Nostrand Junction
20. 86th Street Bay Ridge
21. Kings Highway
22. Brighton Beach



FRESH Food

FRESH Locations

-  Discretionary Tax Incentives
-  Zoning Incentives
-  Zoning and Discretionary Tax Incentives
-  FRESH Food store locations



Map by Brooklyn Borough Hall based on
FRESH Stores as of 06/2022, DCP

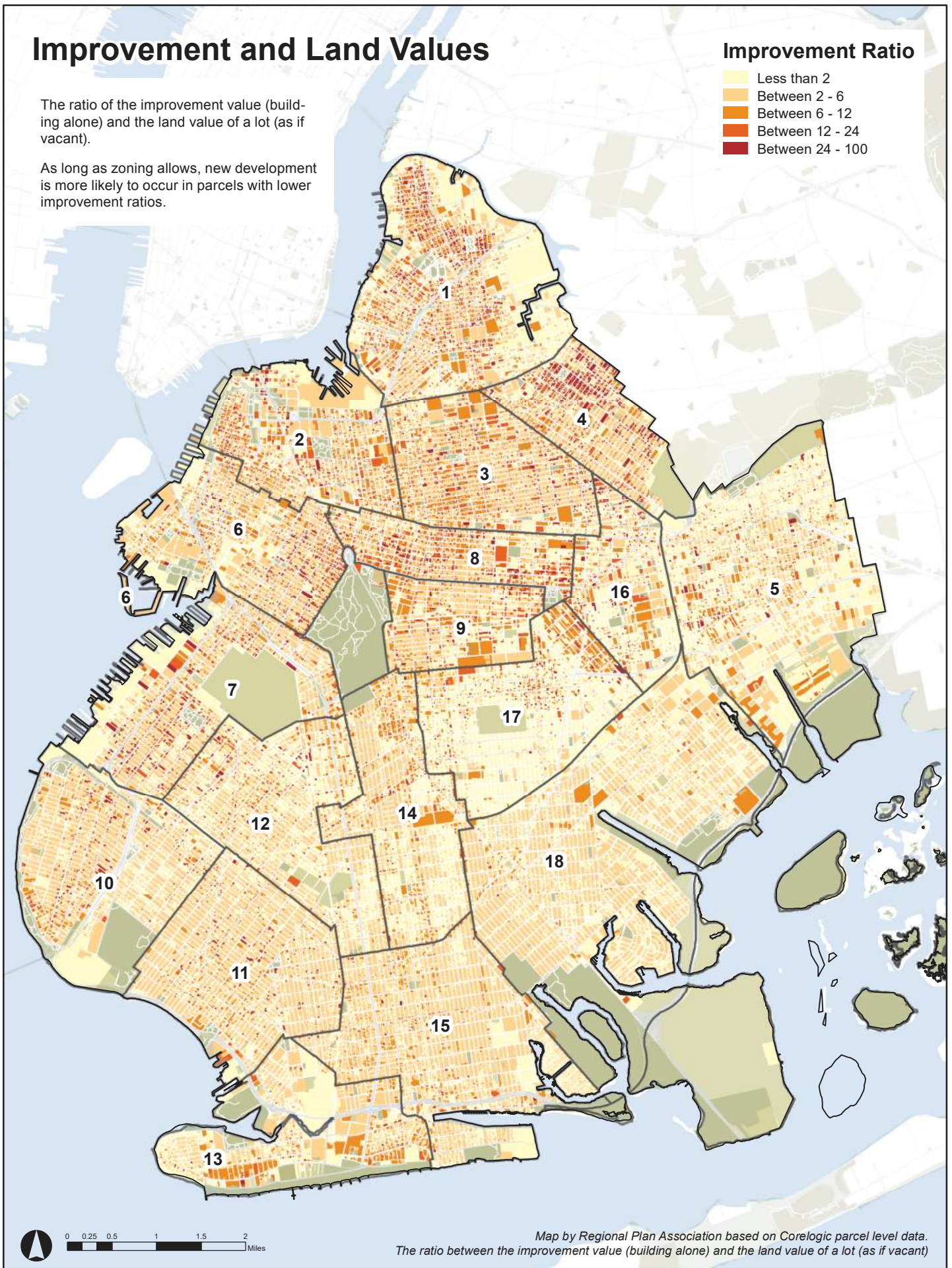
Improvement and Land Values

The ratio of the improvement value (building alone) and the land value of a lot (as if vacant).

As long as zoning allows, new development is more likely to occur in parcels with lower improvement ratios.

Improvement Ratio

- Less than 2
- Between 2 - 6
- Between 6 - 12
- Between 12 - 24
- Between 24 - 100



Map by Regional Plan Association based on Corelogic parcel level data.
The ratio between the improvement value (building alone) and the land value of a lot (as if vacant)

Housing

As discussed in the “Focus on Housing and Health” section, the connection between access to safe, affordable, and quality housing and public health cannot be overstated.

Housing conditions can adversely affect physical health by exposing residents to hazards. Housing can also affect financial health by limiting the amount of income that can be spent on other basic necessities—including health care—or, conversely, by increasing property owners’ wealth over the long-term.

As the most populous borough, Brooklyn also contains 30% of the city’s housing stock, from single-family brownstones to high-rise apartment buildings. The borough’s growth has disproportionately benefited property owners, who saw a 40% increase in home values. Rents, meanwhile, have risen more than 20% between 2010-2021, leaving more than half of Brooklyn renters and 46% of its homeowners burdened by housing costs.

There are approximately one million housing units in the borough. A typical residence has an average floor area of 1,000 square feet per unit. Together these residences comprise over one billion square feet of floor area. Roughly half of these units are located in multi-family buildings (totaling 464 million sq ft), 35% are classified as attached single-family homes (443 million sq ft), and the remaining 15% are detached single-family residences on larger lots (representing 179 million sq ft).

Housing Growth

The northern half of the borough has the vast majority of multi-family buildings and has seen the bulk of new development, including income-restricted and market-rate housing. Between 2010 and 2020, neighborhoods in north and central Brooklyn saw large increases in the total number of residences, in some cases adding hundreds of units per census tract. Some of these gains can be attributed to policies that facilitated multi-family residential development, such as the 2005 Greenpoint/Williamsburg rezoning. In other neighborhoods such as Bushwick, zoning allows for relatively large new buildings to be constructed without any discretionary changes.

Over the same period, Park Slope, Carroll Gardens, and Brooklyn Heights saw the largest declines in their housing supply, in some cases losing over 100 units per census tract.

Housing Unit Change 2010 - 2020

Between 2010 and 2020, northern and central Brooklyn gained the most housing units, in some instances gaining between 120 and 740 units by census tract. Wealthier areas just south of Manhattan and immediately west of Prospect Park reported housing unit loss, likely due to consolidations of two- and three-family residences into single-family homes, and in some cases due to historic district regulations. Scattered areas along south-bound subway lines (south from Prospect Park and Greenwood Cemetery) gained modest amounts of housing units. Most of the unit counts in the borough’s southern half remained stable during that time. When comparing across community districts, CD 1 (Greenpoint, Williamsburg) added 18,500 units of housing while CD 18 (Canarsie, Bergen Beach, Mill Basin, Flatlands, Marine Park, Georgetown, and Mill Island) added only 500 units.

Income-restricted Housing & Zoning

The City and State supports private developers in creating income-restricted housing by providing subsidies, tax exemptions, density bonuses, or some combination of these incentives. For example, developers may construct 100% income-restricted housing using City subsidies. Before 2016, the City designated some neighborhoods such as Greenpoint/Williamsburg as Voluntary Inclusionary Housing (VIH) areas, where developers could choose to build more density in exchange for providing a percentage of income-restricted units. In 2016, the City adopted the Mandatory Inclusionary Housing (MIH) program, which requires any developer that receives a rezoning for more density (or is building in a neighborhood that was rezoned post-2016) to provide a percentage of income-restricted housing. The State’s 421-a tax exemption sunset in 2023, but previously provided a tax exemption in exchange for creation of new income-restricted housing.

Additionally, the City may provide subsidies and/or tax exemption for property owners to maintain income-restricted rents in existing buildings (commonly referred to as “preservation” though notably different from historic preservation, described above).

Income-restricted housing—both new construction and preservation has been almost entirely concentrated in the northern and eastern parts of Brooklyn, with the exception of Coney Island, some new construction in Flatbush, and limited preservation in Sunset Park. Much of southern Brooklyn has not seen any

affordable housing development. For example, between 2010 and 2020, CD 5 (East New York, New Lots, Starrett City) has created or preserved 12,106 units of affordable housing. CD 10 (Bay Ridge, Dyker Heights, Fort Hamilton), has created or preserved 7 units. Voluntary and Mandatory Inclusionary Zoning areas are yet to yield significant amounts of affordable units.

Residential Units per Acre

Recent patterns in housing production are reflected in the residential density across the borough. When measured by residential units per acre, three tiers become apparent: north and central Brooklyn, where community districts (CDs) have a high number of units for every acre of buildable land; CDs just south of Prospect Park, hovering near 50 units per acre; and southern Brooklyn, with the lowest residential densities. Fifty residential units per acre was identified as a key threshold in the “fair share” and transit-oriented development proposals originally included in the New York State Housing Compact.

Median Rent

Many Brooklynites feel the housing crisis most acutely through high monthly rent payments: 69% of Brooklynites are renters, and median monthly rent for the whole borough is \$1,582. The highest rents are concentrated in northwestern Brooklyn. Notably, census tracts with NYCHA developments report lower rents across the borough, highlighting the importance of public housing in providing stable housing even in the borough’s most expensive areas.

Housing Tenure: Renters

More than two-thirds of Brooklynites are renters. This pattern is spread relatively evenly across the borough, with slightly higher home-ownership rates in southeastern Brooklyn.

Rent Burden

Rent burden (defined as rent costing 30% or more of household income) is pervasive in Brooklyn. Only eight scattered census tracts report less than 21% of the population experiencing rent burden. Borough Park, East New York, Brownsville, Crown Heights, Coney Island, and South Williamsburg have the deepest concentrations of rent burdened households in the borough. While the highest gross median rents are concentrated in northwestern Brooklyn, rent burden better illustrates how pervasively the housing crisis is being felt across the borough.

Overcrowded Households

High housing costs can encourage higher rates of overcrowding, defined by the Census as a household with more occupants than rooms. Borough Park and Sunset Park have the highest number of overcrowded households, followed by South Williamsburg, East New York, Bensonhurst, and Coney Island.

Population Change 2010-2020

While housing growth was highly uneven across the borough, every community district in the borough saw an increase in population between 2010-2020. This pattern stands in stark contrast to housing unit change over the same period: north and central Brooklyn (CDs 1, 2, 3, 4, 8, and 16) saw an increase in both population and housing units, while other parts of the borough saw minimal growth in housing despite also growing in population.

Public Housing

New York City Housing Authority (NYCHA) public housing developments are primarily concentrated in Brooklyn’s northern half, with a few campuses in southern Brooklyn. Five community districts, all in the southwestern part of the borough, have no public housing at all.

NYCHA developments are in need of significant capital repairs. As of June 2023, the agency estimates \$78 billion dollars are needed to bring the housing stock up to a state of good repair across all five boroughs. In Brooklyn, many developments have had sorely needed capital improvements delayed for years on end.

Shelters and Transitional Housing

Homeless shelters are concentrated in the north and central parts of the borough, with notably fewer in CDs 11, 15, and 18. Other transitional housing, which includes building classes N2 and N9, is spread more evenly throughout the borough. Shelter and transitional housing data changes rapidly and is often difficult to track. For example, the City does not publish the locations of temporary housing for survivors of domestic violence to protect the privacy of clients. Additionally, the City is responding quickly to house migrants seeking asylum, which is not yet captured in our publicly available data sources.

Market Pressure

Market pressure is found in neighborhoods where changes related to median gross rents, housing price appreciation, and demographic composition over the last decade have accelerated. Market pressure is strongest in areas of the borough that are connected to Manhattan via bridges, tunnels, and highways. In Brooklyn neighborhoods south of Prospect Park’s northern edge, market pressure is most prevalent along subway lines.

Displacement Risk

Displacement risk refers to residents’ inability to remain in their neighborhoods due to housing/real estate conditions and socio-economic pressures. Higher and lower-risk areas are found across all community districts. However, displacement risk is highest in neighborhoods immediately south of Prospect Park, as well as in Bensonhurst and northern Bushwick.

When viewed in conjunction with recent housing construction and residential density, it becomes apparent that the areas with highest displacement risk are also those lagging behind in housing growth.

FEEDBACK UPDATE

What we heard

- There is good general awareness of the various tools available to develop and preserve affordable housing, but tools are not being deployed in a comprehensive manner.
- Clearly expressing the relationship between housing unit loss/gain and the need for housing at the neighborhood scale would help support the discussion.

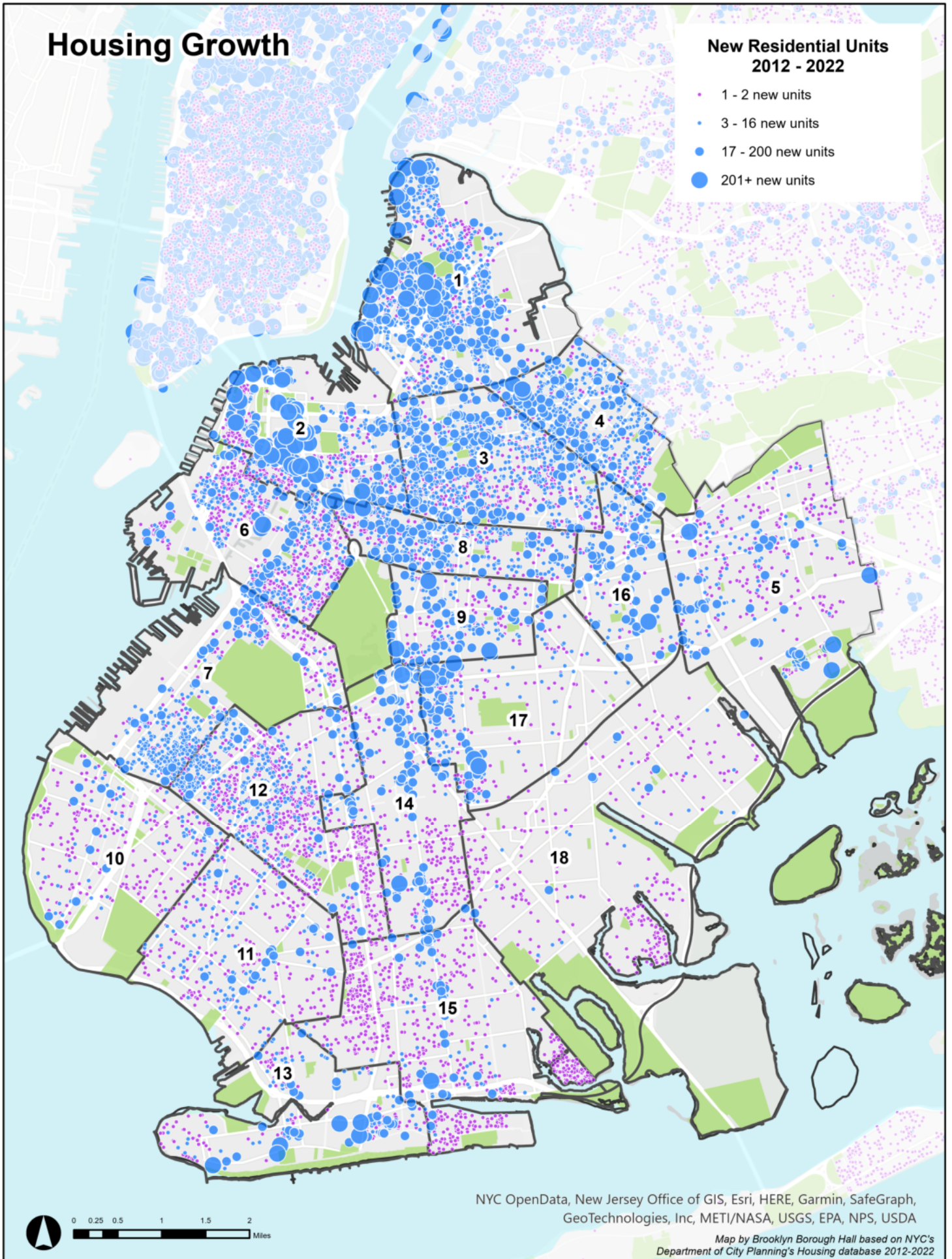
Updates

- Reordered this section to focus on the high cost of housing, adding new maps for median rent and tenure, and emphasizing rent burden as a pervasive condition across the borough.
- Added maps for population change and residential units per acre, to more clearly emphasize that housing production has been unevenly distributed even though population has grown across the borough.
- Simplified many maps by removing the underlying land use layer, making the data easier to read. Combined the income-restricted construction map with income restricted housing and zoning; removed redundant maps.
- Simplified Shelters and Transitional Housing into two categories.
- Added explanation of Market Pressure and Displacement Risk indexes directly on the maps themselves.

Housing Growth

New Residential Units 2012 - 2022

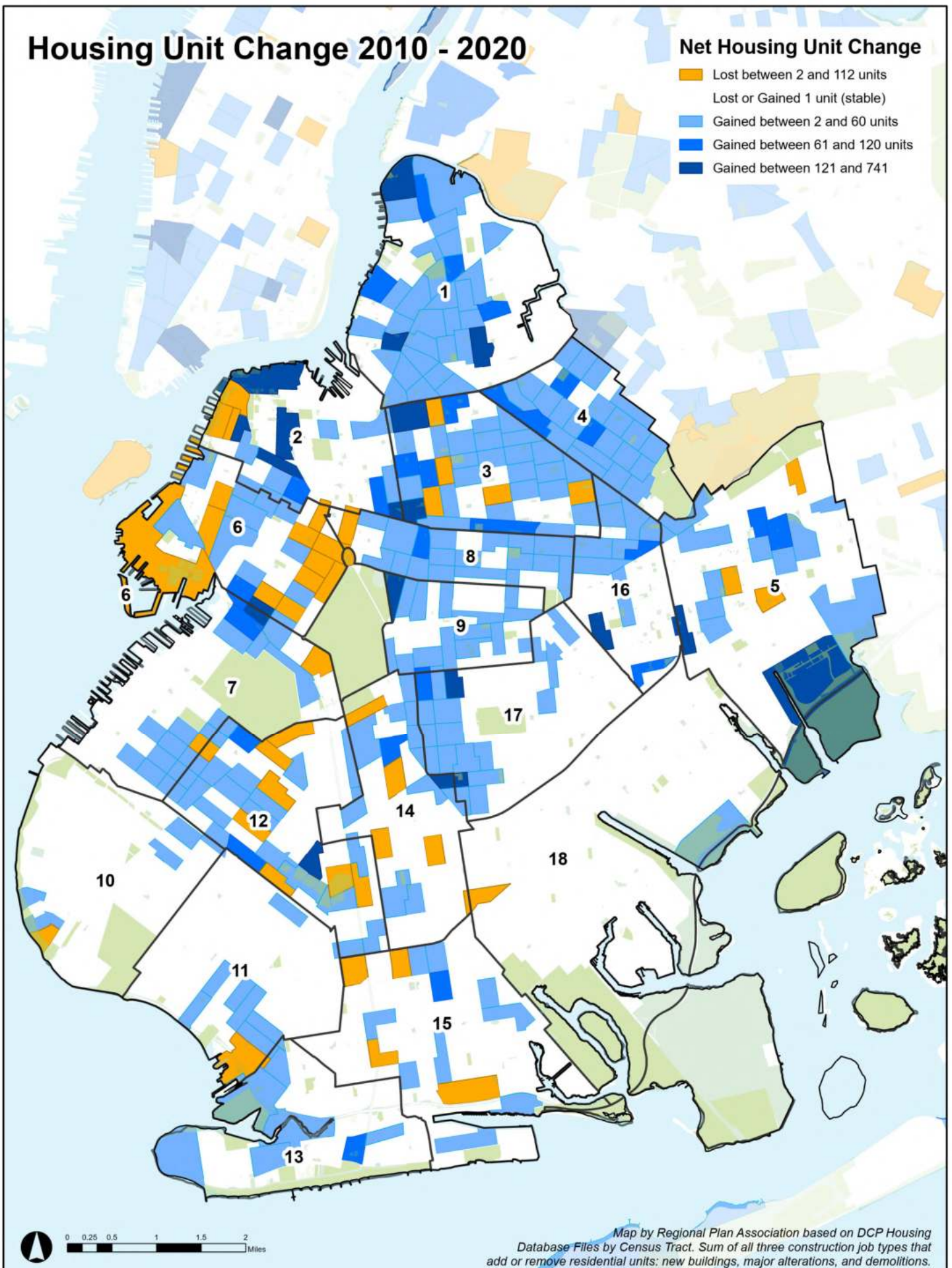
- 1 - 2 new units
- 3 - 16 new units
- 17 - 200 new units
- 201+ new units



Housing Unit Change 2010 - 2020

Net Housing Unit Change

- Lost between 2 and 112 units
- Lost or Gained 1 unit (stable)
- Gained between 2 and 60 units
- Gained between 61 and 120 units
- Gained between 121 and 741



Income Restricted Housing and Zoning

Housing New York and Zoning

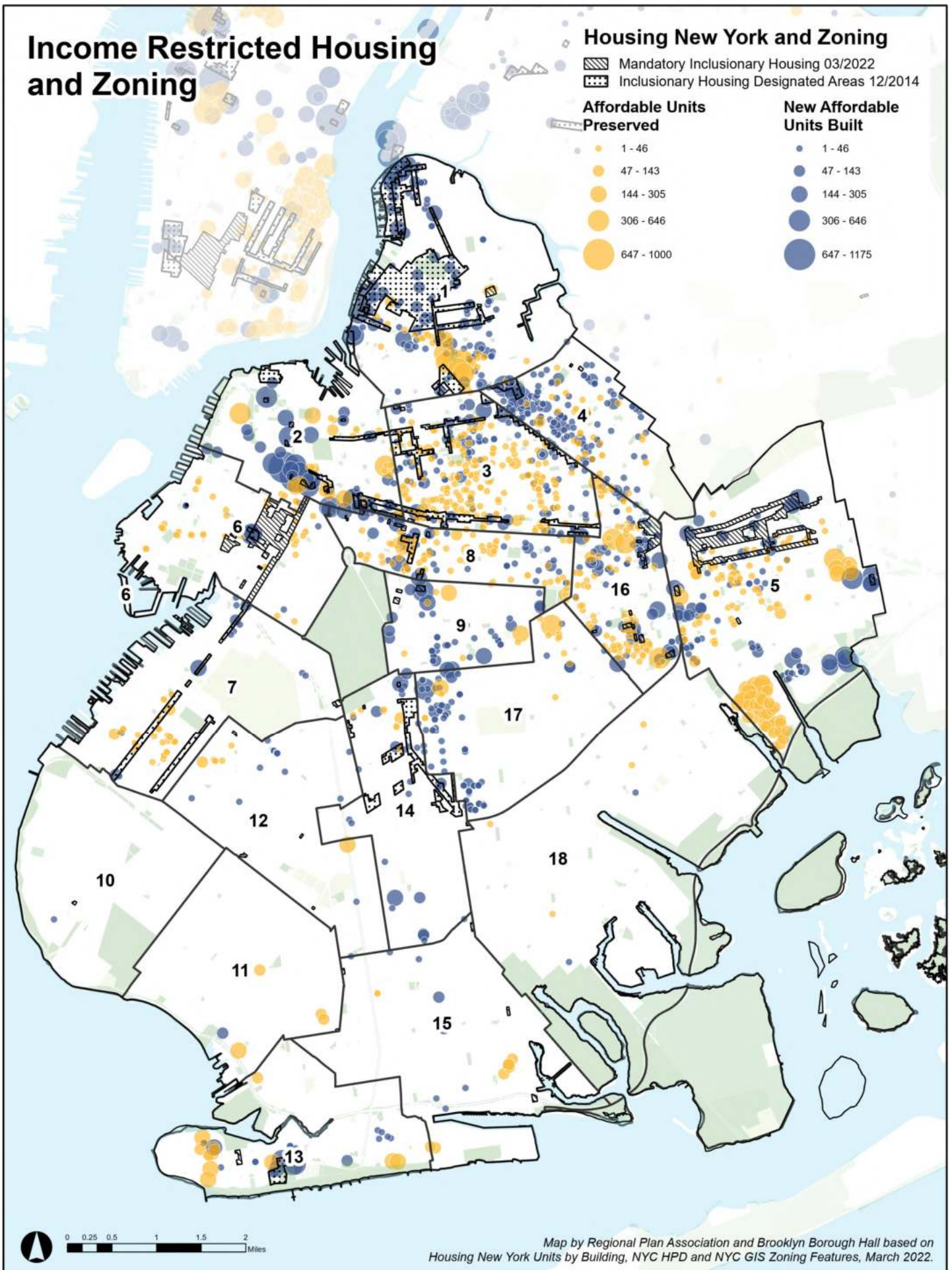
- Mandatory Inclusionary Housing 03/2022
- Inclusionary Housing Designated Areas 12/2014

Affordable Units Preserved

- 1 - 46
- 47 - 143
- 144 - 305
- 306 - 646
- 647 - 1000

New Affordable Units Built

- 1 - 46
- 47 - 143
- 144 - 305
- 306 - 646
- 647 - 1175

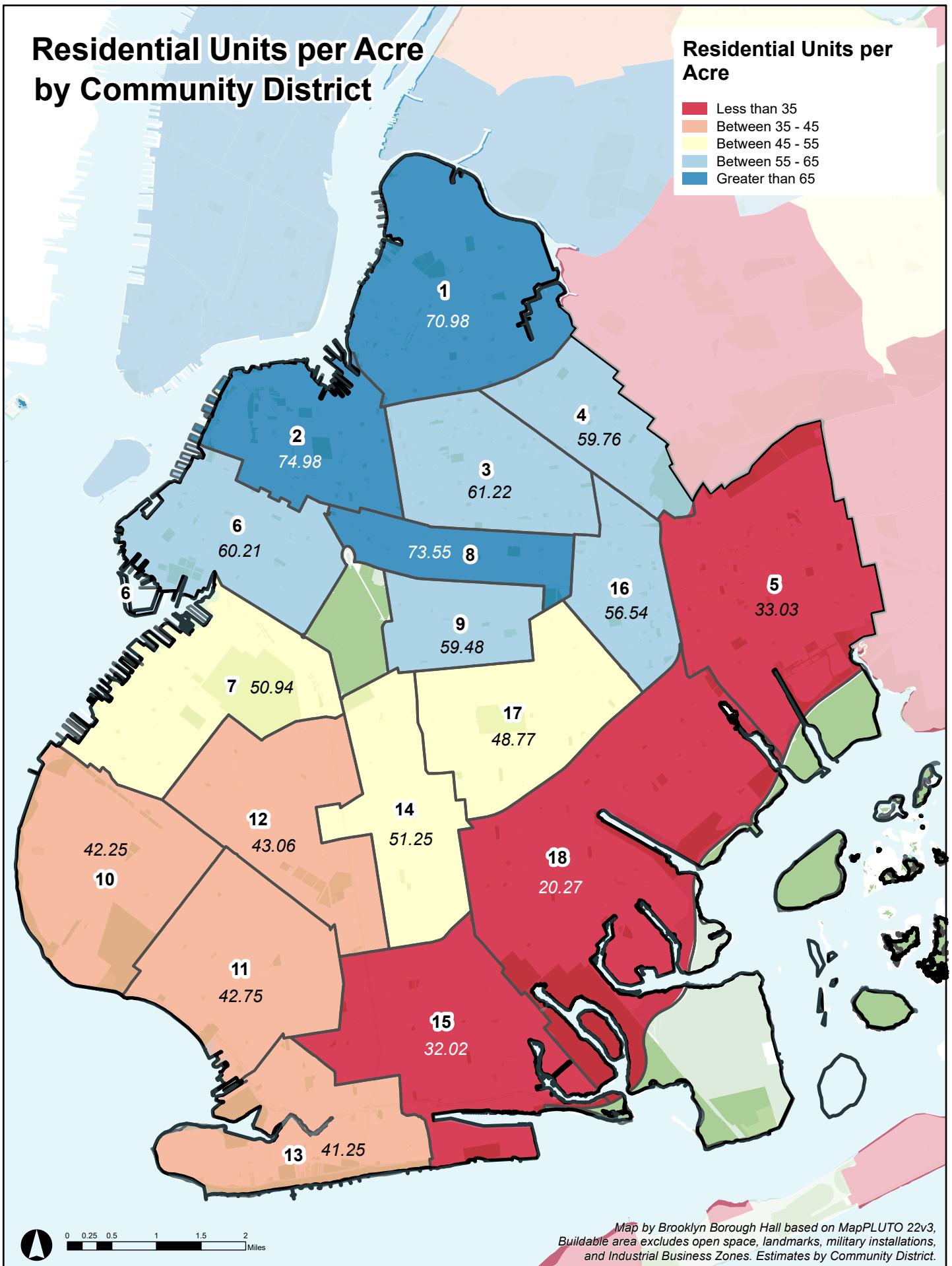


Map by Regional Plan Association and Brooklyn Borough Hall based on Housing New York Units by Building, NYC HPD and NYC GIS Zoning Features, March 2022.

Residential Units per Acre by Community District

Residential Units per Acre

- Less than 35
- Between 35 - 45
- Between 45 - 55
- Between 55 - 65
- Greater than 65



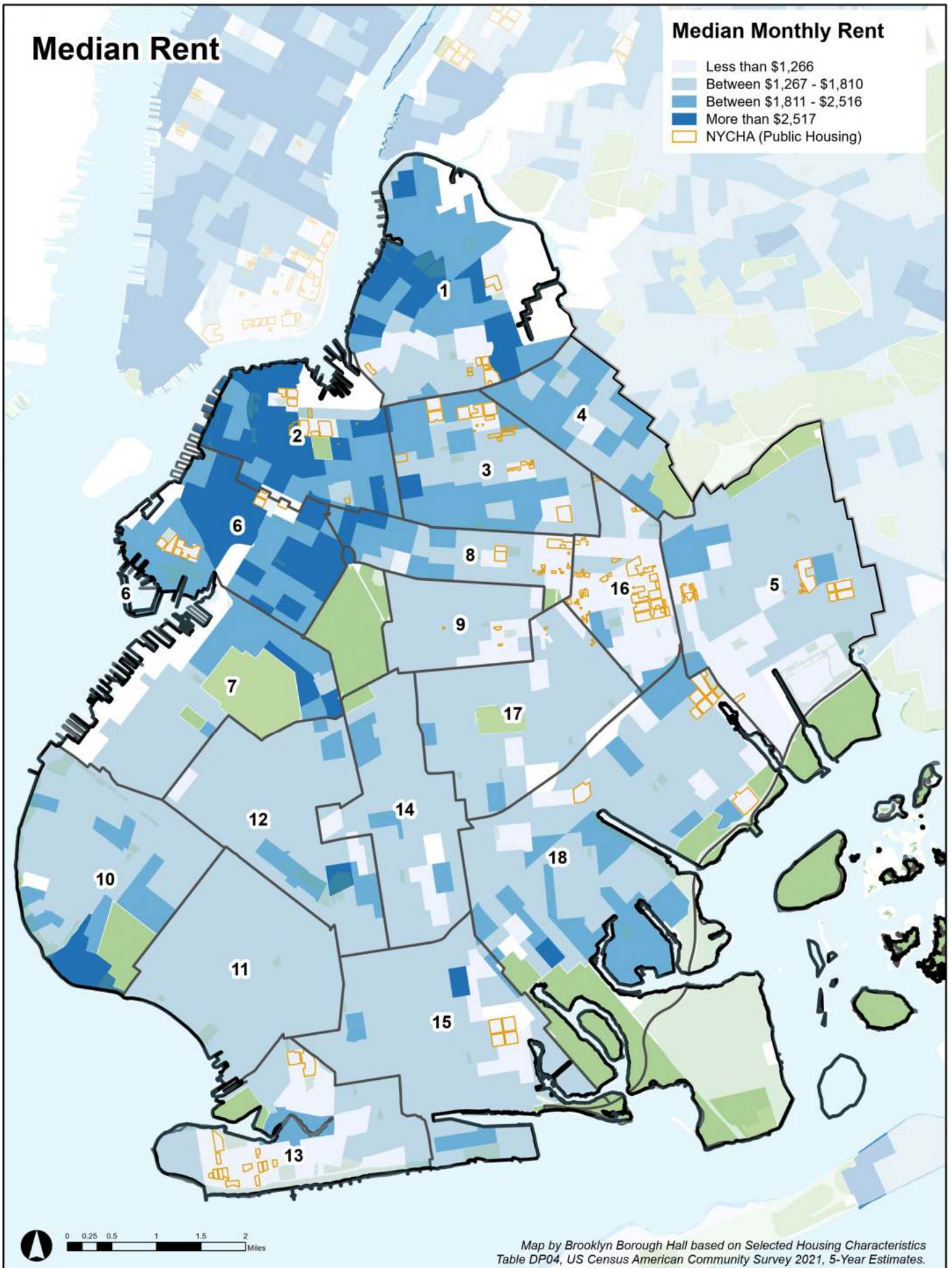
0 0.25 0.5 1 1.5 2 Miles

Map by Brooklyn Borough Hall based on MapPLUTO 22v3. Buildable area excludes open space, landmarks, military installations, and Industrial Business Zones. Estimates by Community District.

Median Rent

Median Monthly Rent

- Less than \$1,266
- Between \$1,267 - \$1,810
- Between \$1,811 - \$2,516
- More than \$2,517
- NYCHA (Public Housing)

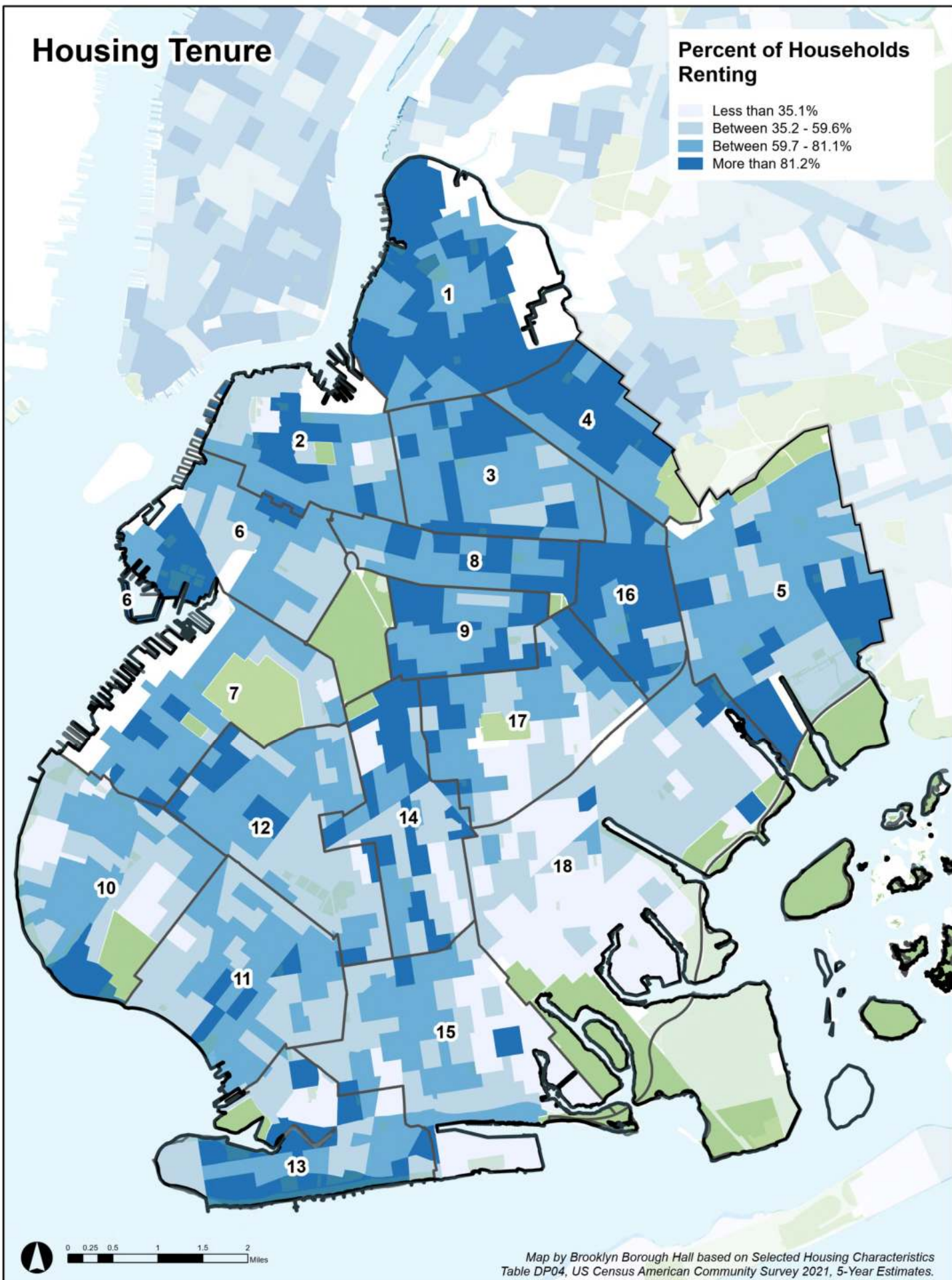


Map by Brooklyn Borough Hall based on Selected Housing Characteristics
Table DP04, US Census American Community Survey 2021, 5-Year Estimates.

Housing Tenure

Percent of Households Renting

- Less than 35.1%
- Between 35.2 - 59.6%
- Between 59.7 - 81.1%
- More than 81.2%

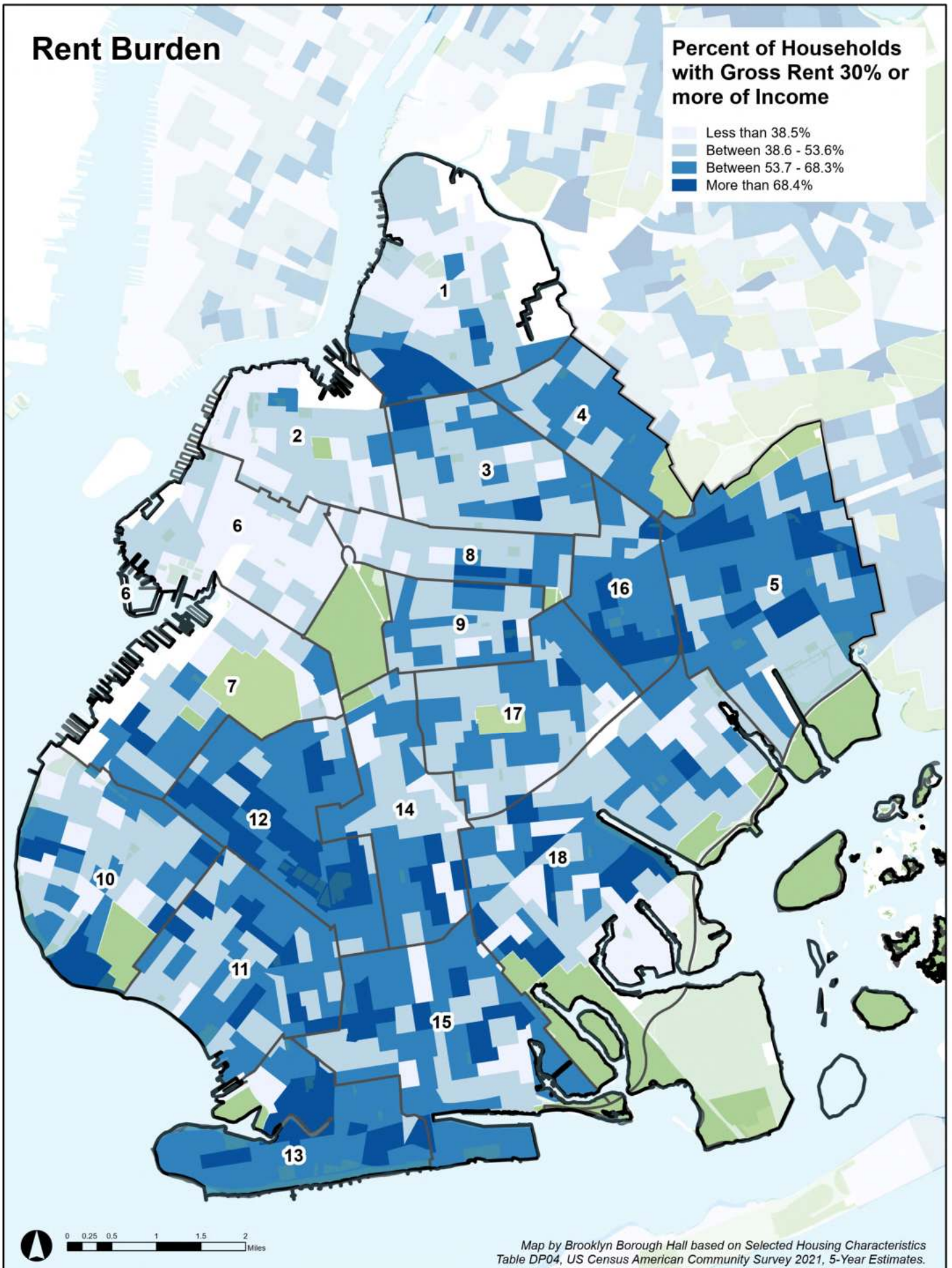


Map by Brooklyn Borough Hall based on Selected Housing Characteristics
Table DP04, US Census American Community Survey 2021, 5-Year Estimates.

Rent Burden

Percent of Households with Gross Rent 30% or more of Income

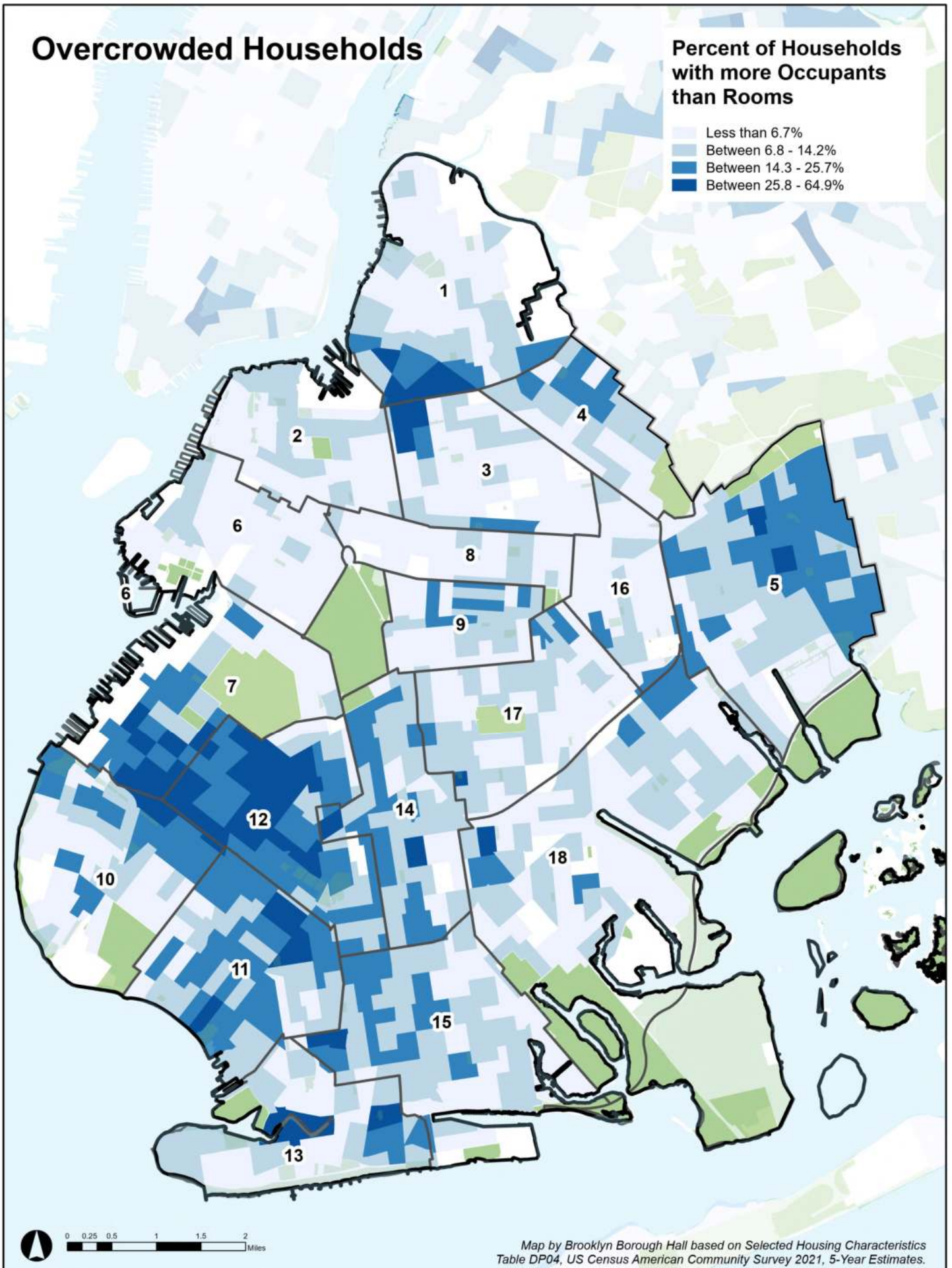
- Less than 38.5%
- Between 38.6 - 53.6%
- Between 53.7 - 68.3%
- More than 68.4%



Overcrowded Households

Percent of Households with more Occupants than Rooms

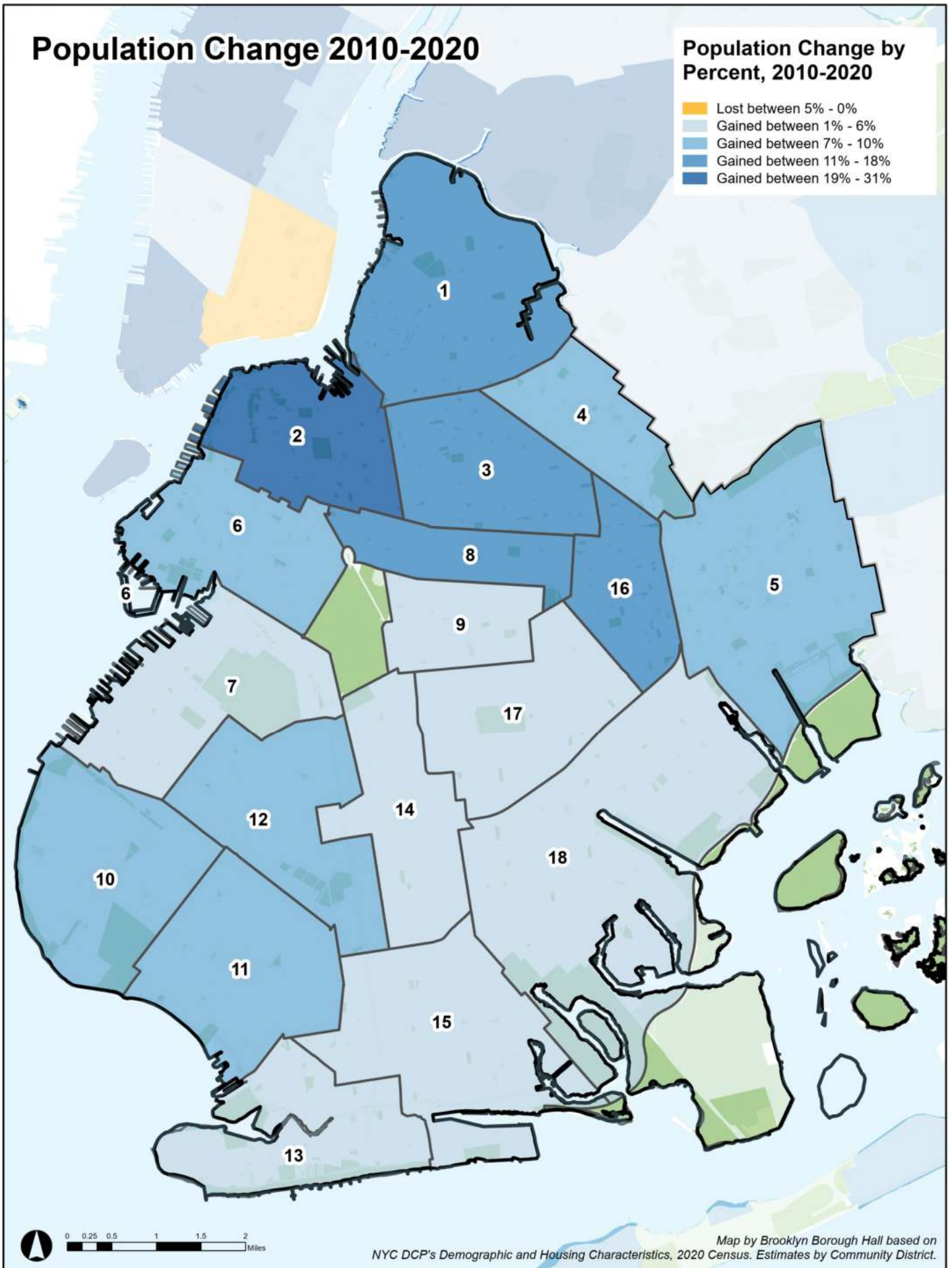
- Less than 6.7%
- Between 6.8 - 14.2%
- Between 14.3 - 25.7%
- Between 25.8 - 64.9%



Population Change 2010-2020

Population Change by Percent, 2010-2020

- Lost between 5% - 0%
- Gained between 1% - 6%
- Gained between 7% - 10%
- Gained between 11% - 18%
- Gained between 19% - 31%

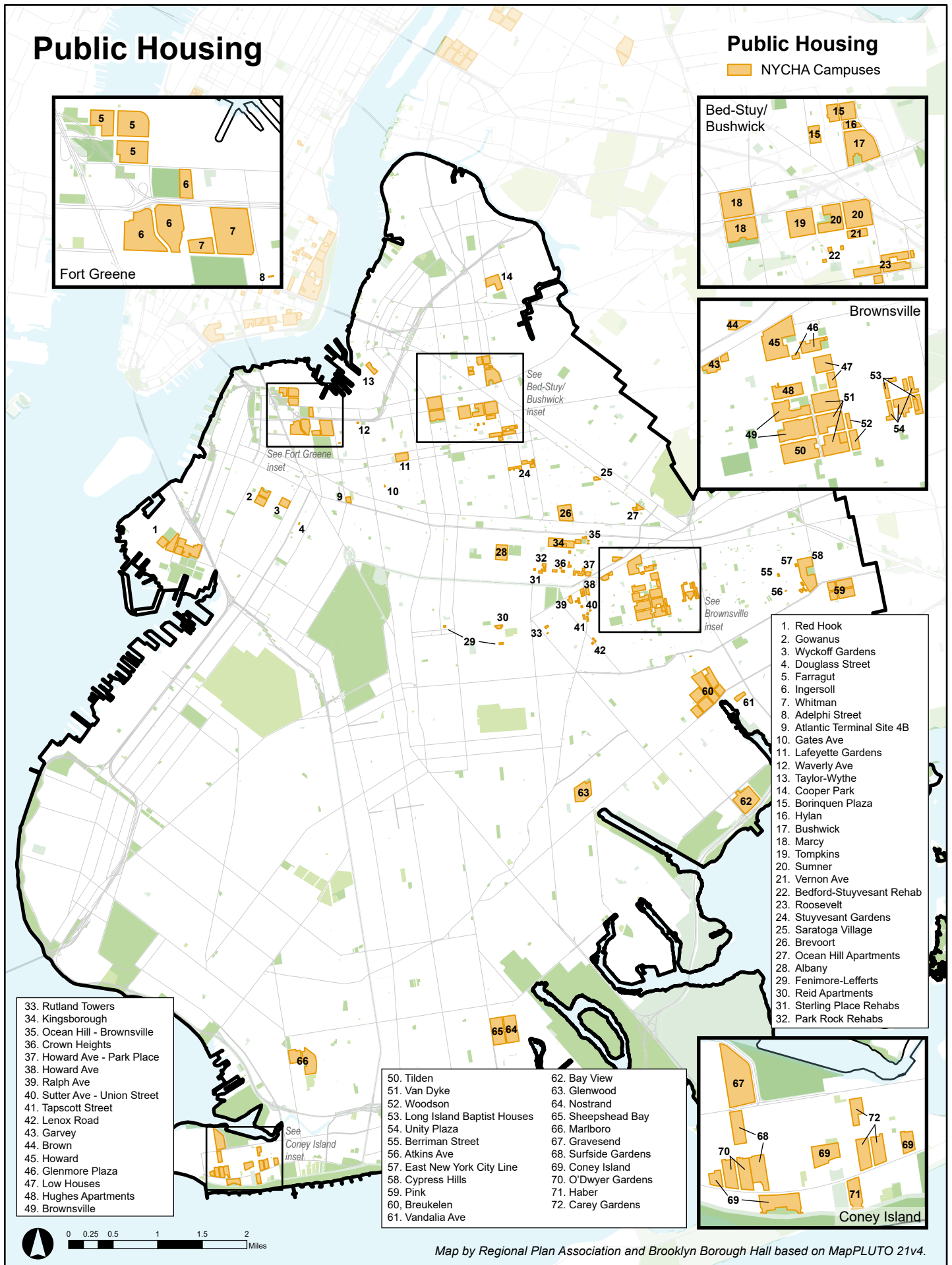
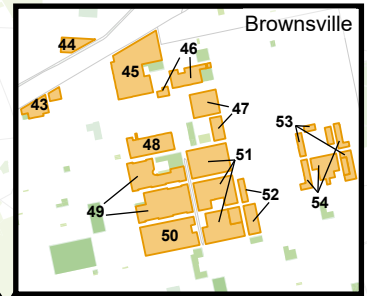
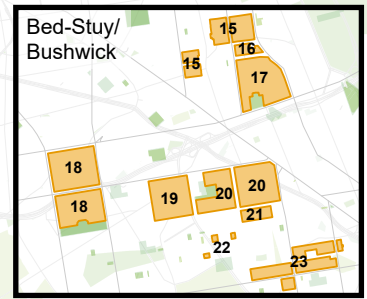
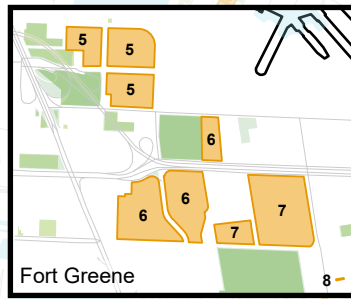


Map by Brooklyn Borough Hall based on NYC DCP's Demographic and Housing Characteristics, 2020 Census. Estimates by Community District.

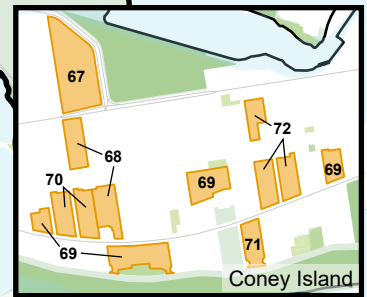
Public Housing

Public Housing

NYCHA Campuses

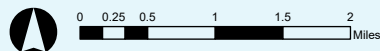


1. Red Hook
2. Gowanus
3. Wyckoff Gardens
4. Douglass Street
5. Farragut
6. Ingersoll
7. Whitman
8. Adelphi Street
9. Atlantic Terminal Site 4B
10. Gates Ave
11. Lafayette Gardens
12. Waverly Ave
13. Taylor-Wythe
14. Cooper Park
15. Borinquen Plaza
16. Hylan
17. Bushwick
18. Marcy
19. Tompkins
20. Sumner
21. Vernon Ave
22. Bedford-Stuyvesant Rehab
23. Roosevelt
24. Stuyvesant Gardens
25. Saratoga Village
26. Brevoort
27. Ocean Hill Apartments
28. Albany
29. Fenimore-Lefferts
30. Reid Apartments
31. Sterling Place Rehab
32. Park Rock Rehab



33. Rutland Towers
34. Kingsborough
35. Ocean Hill - Brownsville
36. Crown Heights
37. Howard Ave - Park Place
38. Howard Ave
39. Ralph Ave
40. Sutter Ave - Union Street
41. Tapscott Street
42. Lenox Road
43. Garvey
44. Brown
45. Howard
46. Glenmore Plaza
47. Low Houses
48. Hughes Apartments
49. Brownsville

50. Tilden
51. Van Dyke
52. Woodson
53. Long Island Baptist Houses
54. Unity Plaza
55. Berriman Street
56. Atkins Ave
57. East New York City Line
58. Cypress Hills
59. Pink
60. Breukelen
61. Vandalia Ave
62. Bay View
63. Glenwood
64. Nostrand
65. Sheepshead Bay
66. Marlboro
67. Gravesend
68. Surfside Gardens
69. Coney Island
70. O'Dwyer Gardens
71. Haber
72. Carey Gardens



Map by Regional Plan Association and Brooklyn Borough Hall based on MapPLUTO 21v4.

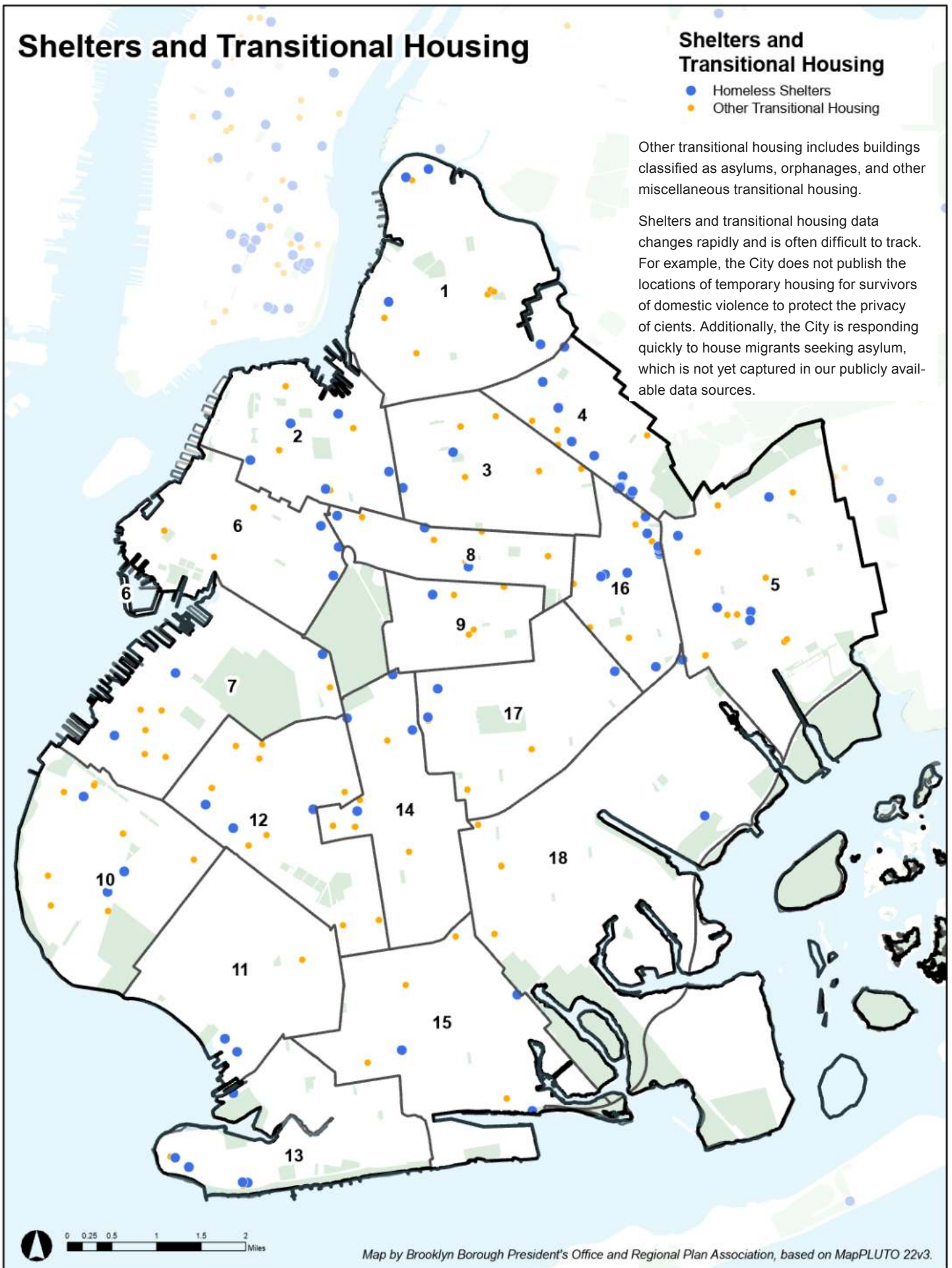
Shelters and Transitional Housing

Shelters and Transitional Housing

- Homeless Shelters
- Other Transitional Housing

Other transitional housing includes buildings classified as asylums, orphanages, and other miscellaneous transitional housing.

Shelters and transitional housing data changes rapidly and is often difficult to track. For example, the City does not publish the locations of temporary housing for survivors of domestic violence to protect the privacy of clients. Additionally, the City is responding quickly to house migrants seeking asylum, which is not yet captured in our publicly available data sources.



Map by Brooklyn Borough President's Office and Regional Plan Association, based on MapPLUTO 22v3.

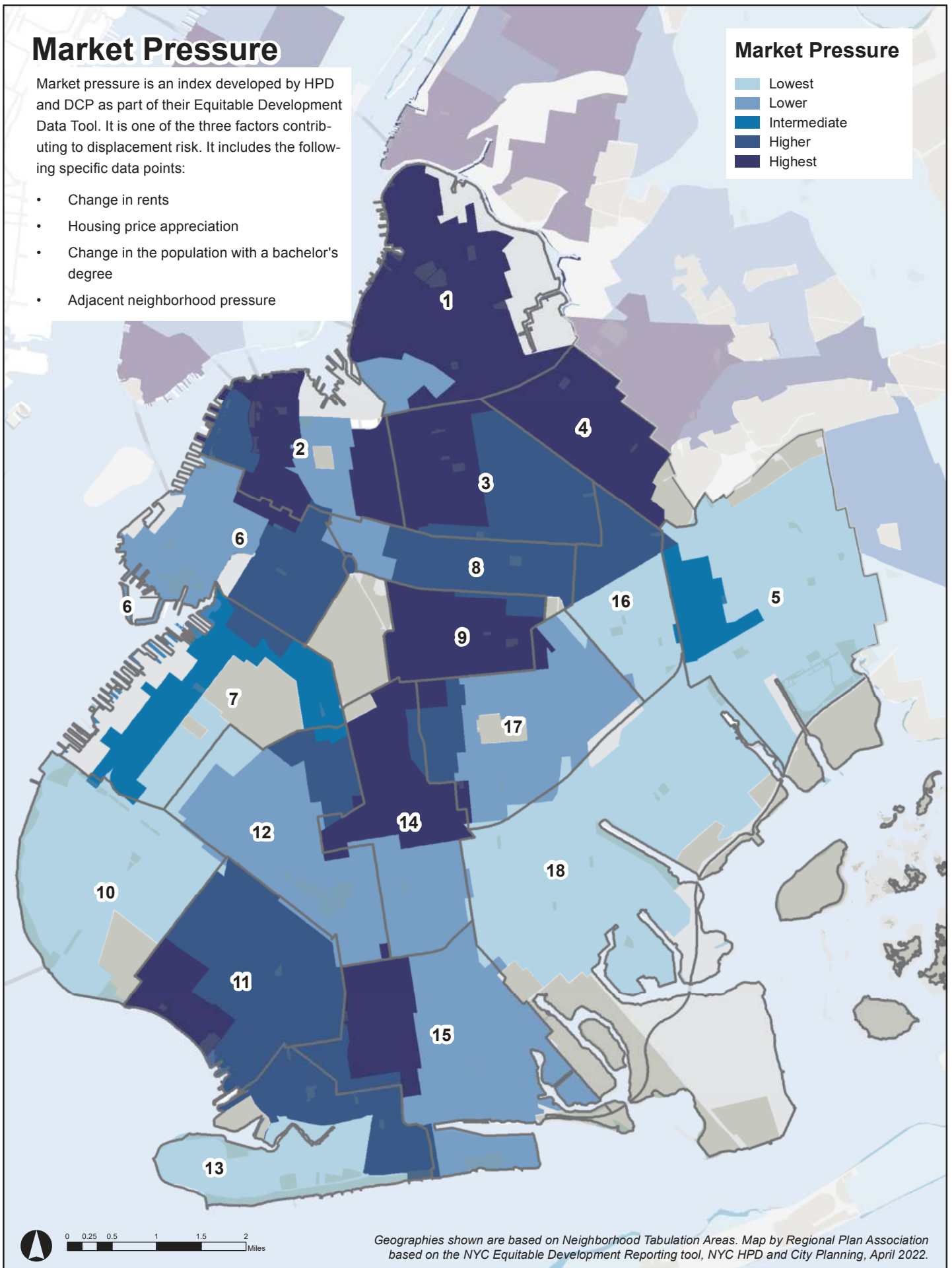
Market Pressure

Market pressure is an index developed by HPD and DCP as part of their Equitable Development Data Tool. It is one of the three factors contributing to displacement risk. It includes the following specific data points:

- Change in rents
- Housing price appreciation
- Change in the population with a bachelor's degree
- Adjacent neighborhood pressure

Market Pressure

- Lowest
- Lower
- Intermediate
- Higher
- Highest

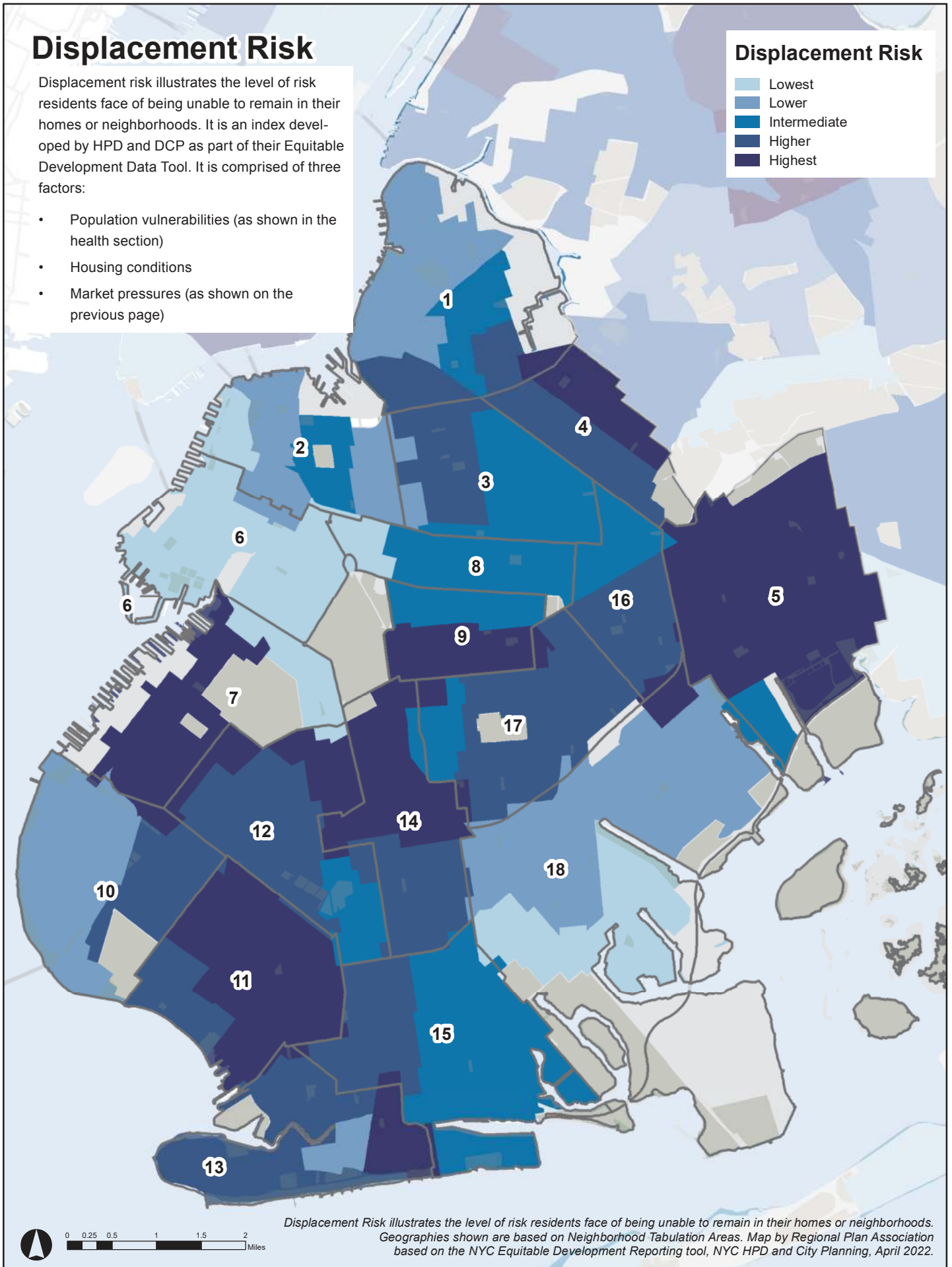
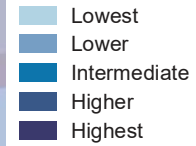


Displacement Risk

Displacement risk illustrates the level of risk residents face of being unable to remain in their homes or neighborhoods. It is an index developed by HPD and DCP as part of their Equitable Development Data Tool. It is comprised of three factors:

- Population vulnerabilities (as shown in the health section)
- Housing conditions
- Market pressures (as shown on the previous page)

Displacement Risk



Transportation and Utilities

Brooklyn is served by a vast transportation network that includes subways, commuter rail, buses, ferries, roads, and bike lanes, as well as municipal facilities such as sewers, and wastewater treatment plants.

However, transit infrastructure is not evenly distributed; for example, 358 out of 542 subway station pedestrian entrances are concentrated in the borough's northern half. As a result, households in southern Brooklyn tend to have higher levels of automobile use and ownership. Accordingly, those neighborhoods report more frequent and deadly collisions involving pedestrians.

Brooklyn north of Prospect Park has rich and robust transit options, including subways, buses, and ferries. Buses serve much of central and south-central Brooklyn, but service tapers off moving east or west. Much of Brooklyn's southeast is underserved by transit, with no subway or ferry service and limited bus service. However, even in places that are served by transit service, many stations are not fully accessible. Only 23 out of 170 subway stations in Brooklyn have full ADA access.²⁷

Walking Distance to Subway

The gap in transit access becomes more apparent when viewed in terms of walksheds. Much of southeastern Brooklyn (CDs 5, 17, and 18) and portions of Red Hook (CD 6), Dyker Heights (CD 10), Coney Island (CD13), and Sheepshead Bay (CD 15) are further than a half-mile (or 10-minute) walk from a subway entrance. In these neighborhoods, buses form the backbone of the local transit network.

These neighborhoods further from the subway network tend to encompass many single- and two-family residential areas, numerous public facilities, and scattered commercial/office areas. Notably, a few areas such as Coney Island and Red Hook have multi-family residential land uses including public housing towers but are further than a 10-minute walk from the subway network.

Interborough Express (IBX)

The Interborough Express (IBX) is a current proposal led by the Metropolitan Transportation Authority (MTA) to connect southern Brooklyn and Queens utilizing an existing freight rail line. This new connection would vastly improve transit access options for residents of southern and eastern Brooklyn who by and large lack access to subways. Potential stops could connect not only residential neighborhoods but areas with commercial offices, industrial businesses, and public facilities.

The IBX would also have a different orientation than the Manhattan-oriented subway lines in the borough, giving residents, workers, and visitors the opportunity to move east-west within the borough and connect to central Queens.

Bus Network

Bus lines expand the transit network serving the borough, but are less available below Prospect Park. While much of Brooklyn's bus network converges in Downtown Brooklyn along Fulton Mall, many of the high ridership routes are circumferential routes that complement the subway network and help connect riders to rail. There are three Select Bus Service (SBS) routes that provide bus-rapid-transit style service within Brooklyn: the B44 and B46 are popular north-south routes across the borough, and while the B82 has comparatively lower ridership, it provides a vital transit option to a lower-density part of the borough further away from the subway network. The MTA is currently studying potential transit improvements along the B46 SBS corridor as part of its 20-Year Needs Assessment, and is in the process of a bus network redesign for the whole borough.

Bicycle Network

According to the American Community Survey (ACS), more than 22,000 Brooklynites used bicycles for regular commuting in 2021. Thousands more ride bicycles regularly for recreation and exercise. The most robust bike infrastructure exists in the areas nearest to Manhattan, as well as southwestern Bay Ridge. Much of southern, central, and eastern Brooklyn lacks adequate bike infrastructure.

Conventional bike lanes (unprotected, meaning on-street markings only) are often co-located with arterial roads. Places with more bike lanes, like Crown Heights and Bushwick, tend to have safer roadway conditions for cyclists and pedestrians.

²⁷ New York City Council: Increasing Accessibility (Sept 2019)

Monthly Bicycle Use

Bike usage correlates positively with the presence of bike infrastructure. Areas where residents use bicycles regularly tend to have more demand for bike infrastructure, while adequate provision of protected bike lanes and docks tends to promote bicycle usage. Importantly, this map shows how often residents report riding a bicycle, not a count of the amount of bicycles on the roads.

Street Types by Use

Not all streets are the same, and different types of streets merit different right-of-way treatments. The Regional Plan Association (RPA) developed a streets typology based on the key characteristics and needs of every New York City street. “Thru streets” are significant arterial streets where maintaining traffic flow is paramount and are located along the edges of the borough and along a few key corridors such as Flatbush, Atlantic, and Broadway. “Activity streets” are streets with destinations that draw people from the surrounding areas and can be found in most neighborhoods. “Neighborhood streets” are low-traffic streets that primarily serve the people who live or work on the street and constitute the bulk of the borough’s street network.

Commute to Work by Transit

A majority (53%) of Brooklynites commute to work using public transportation. Areas closest to subway stations and Select Bus Service routes have higher rates of transit use, particularly in northern and central Brooklyn which are close to regional jobs centers in Downtown Brooklyn and Manhattan. However, areas in southern Brooklyn such as Coney Island, Bay Ridge, and Bensonhurst also report high use of transit where transit options are nearby. Fewer people commute by transit in Borough Park (CD 12) where walking to work is more common, and Flatlands (CD 18), which is just beyond the existing subway network.

Commute to Work by Driving

Only 22.3% of Brooklynites commute to work by driving, with higher rates in southern Brooklyn further away from the existing subway network.

Vehicle Miles Traveled

Areas of southern Brooklyn, which have limited subway access, have the greatest number of vehicle miles traveled. On weekdays, households in the southern half of the borough can drive between 25 and 68 miles every day. Unlike commute to work data, vehicle miles traveled measures all trips taken by vehicle rather than just the journey to the workplace. When measured this way, the negative correlation with transit access is even more stark, suggesting that even in areas with higher rates of commuting by driving, the land use and transit options could allow more trips to be made outside of a vehicle.

Households with No Vehicles

Areas further from the subway network, particularly in southeastern Brooklyn, have higher rates of car-ownership. Most Brooklyn households with access to the subway network do not have a vehicle available.

Pedestrian Safety

Traffic violence is a major problem on Brooklyn’s streets. In the three-year period between 2020-2023, pedestrian injuries and deaths as a result of motor vehicle crashes were widespread across the borough, with particular concentrations in north and central Brooklyn, Borough Park, Midwood, and Sheepshead Bay. NYC DOT identified these parts of the borough as “Pedestrian Priority Zones” as part of the Borough Pedestrian Safety Action Plans.

Cyclist Safety

Injuries and deaths to cyclists are similarly widespread across the borough, with particularly worrying concentrations in Bedford-Stuyvesant (CD 3), Bushwick (CD 4), East New York (CD 5), Borough Park (CD 12), Flatbush (CD 14), East Flatbush (CD 17), and Sheepshead Bay (CD 15). These community districts were identified by NYC DOT as having comparatively high numbers of crashes where cyclists were killed or seriously injured and have fewer existing bicycle facilities such as protected bike lanes. Areas with bicycle infrastructure report lower numbers of non-fatal cyclist injuries from motor vehicle collisions compared to areas where no bike infrastructure exists.

Truck Routes

The movement of freight is a critical component of the borough’s transportation network, magnified by the increase in deliveries during and after the COVID-19 pandemic. NYC DOT has a dedicated truck route network, where all vehicles identified as trucks (two axles and six tires, or three or more axles) are required to travel until reaching their destination. DOT has a network of dedicated truck loading zones along curbs in the borough, largely distributed along industrial and commercial corridors.

The Brooklyn-Queens Expressway (BQE) is a major component of the borough’s freight network, serving as a connection to Staten Island, Queens, and the mainland. The poor condition and impending reconstruction of the BQE will greatly impact freight movement across and within the borough and highlights the need to develop alternative modes for freight transport including barge, rail, and micro-mobility solutions such as cargo bikes.

Broadband Adoption

Broadband adoption correlates heavily with high-income areas and is strongest in the northwestern section of the borough. Bedford-Stuyvesant, Bushwick, and Brownsville have lower rates of broadband adoption.

Wastewater Infrastructure

Brooklyn's water infrastructure includes five sewer sheds, each with its own waste treatment processing plant. Brooklyn has a combined sewer system that collects stormwater and wastewater/sewage in the same pipes. Usually, these pipes carry both to the treatment plants. However, during heavy rainfall, this stormwater/wastewater mix flows into the city's waterways. The Combined Sewer Outfalls (CSOs) where this happens are concentrated mainly along the western coastline and in Brooklyn's polluted waterways.

FEEDBACK UPDATE

What we heard

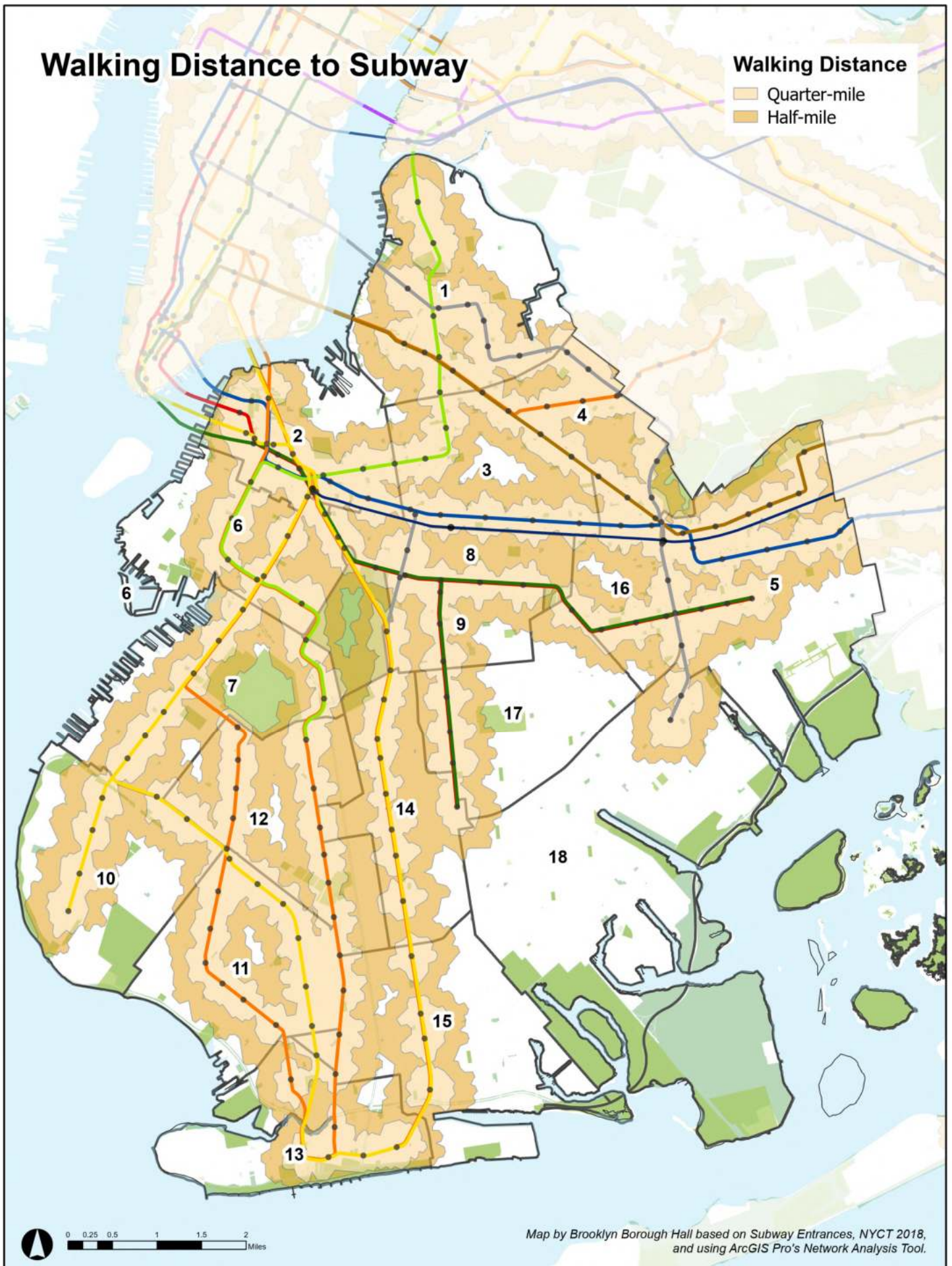
- There is a need for maps of existing and ongoing future plans, like the BQE redesign, rezonings, and comparisons to other data.
- Need to prioritize seniors and persons with disabilities when planning transportation.
- More transportation options are needed throughout Brooklyn.
- Overall need for more accurate transportation data throughout Brooklyn.

Updates

- Added Walking Distance to Subway map to better illustrate gaps in the existing rail transit network.
- Updated Bus Network map to show routes by monthly ridership and updated incorrect data. Removed ferry data to focus map on the bus network (now located in waterfront access map later in the report).
- Updated Bicycle Route map to improve readability.
- Updated Monthly Bicycle Use map to improve readability, include disclaimers on low sample size, and clarify that the data being shown.
- Replaced the "Road Network" map with the "Street Types by Use," map in the Appendix, which includes a wider definition of the public realm when analyzing the right of way.
- Removed a redundant "Transit Network" map.
- Updated Pedestrian Safety and Cyclist Safety maps to show each individual injury and death, and to include priority areas identified by NYC DOT.
- Added Commute by Transit, Commute by Car, and Households with No Vehicles Available by popular request.
- Updated the Truck Routes map and moved up from the Appendix.

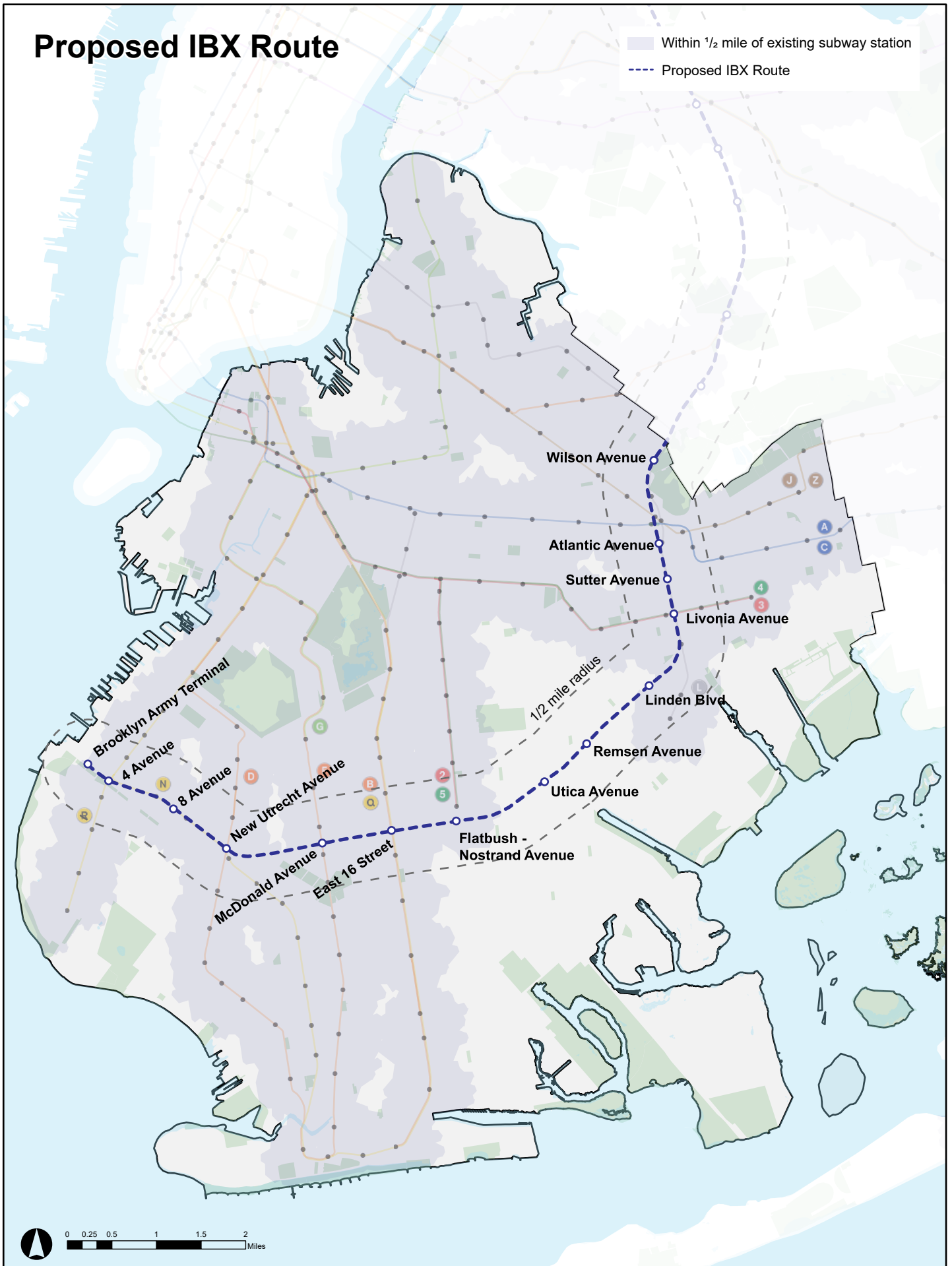
Walking Distance to Subway

Walking Distance
 Quarter-mile
 Half-mile



Proposed IBX Route

- Within 1/2 mile of existing subway station
- Proposed IBX Route



Bus Network by Ridership

**Average Monthly Ridership,
Peak Periods 2020-2023**

All Bus Routes

- 1,591 - 27,849
- 27,850 - 56,824
- 56,825 - 97,419
- 97,420 - 204,469

Select Bus Service Routes

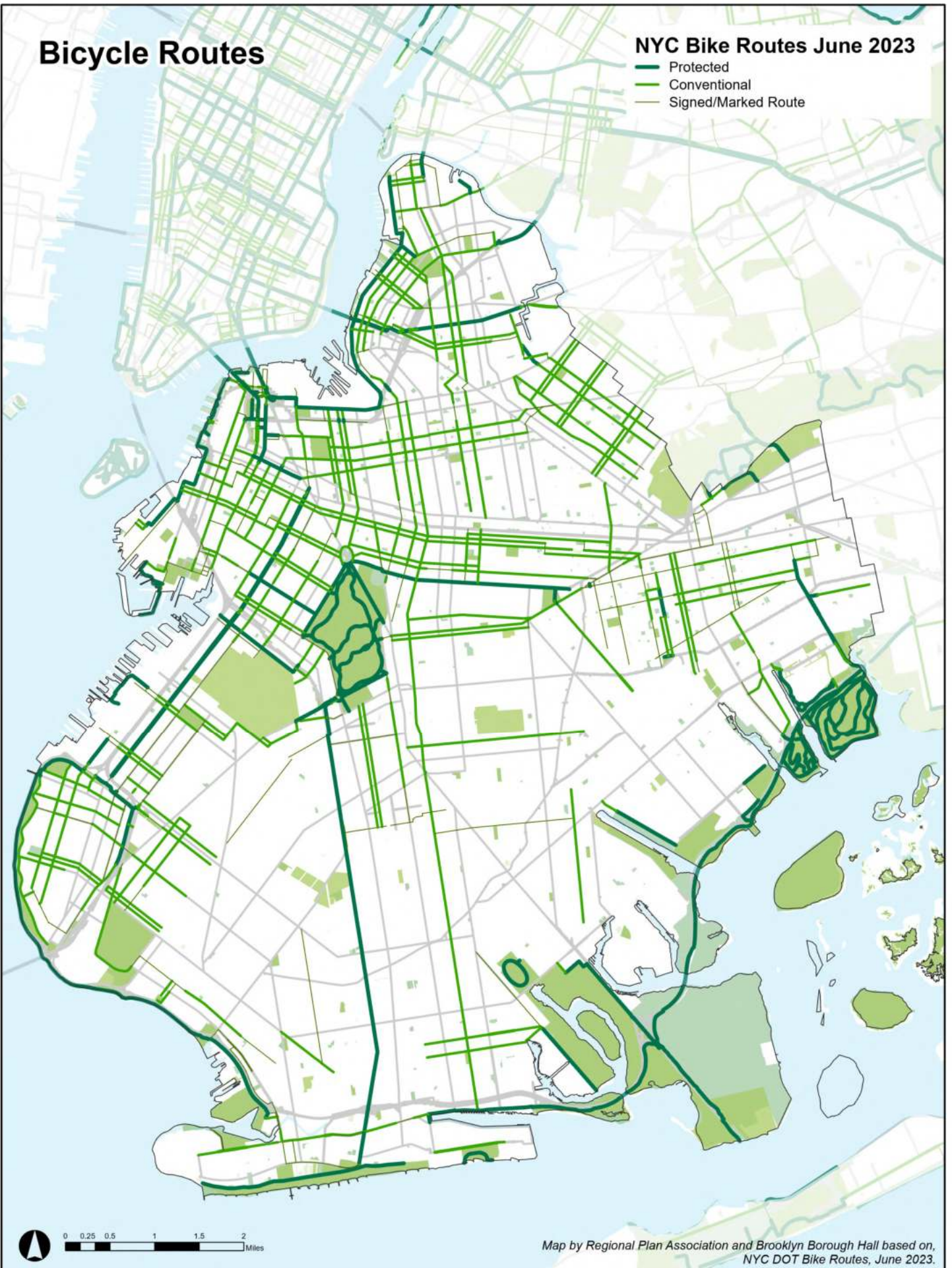
- 1,591 - 27,849
- 27,850 - 56,824
- 56,825 - 97,419
- 97,420 - 204,469



Bicycle Routes

NYC Bike Routes June 2023

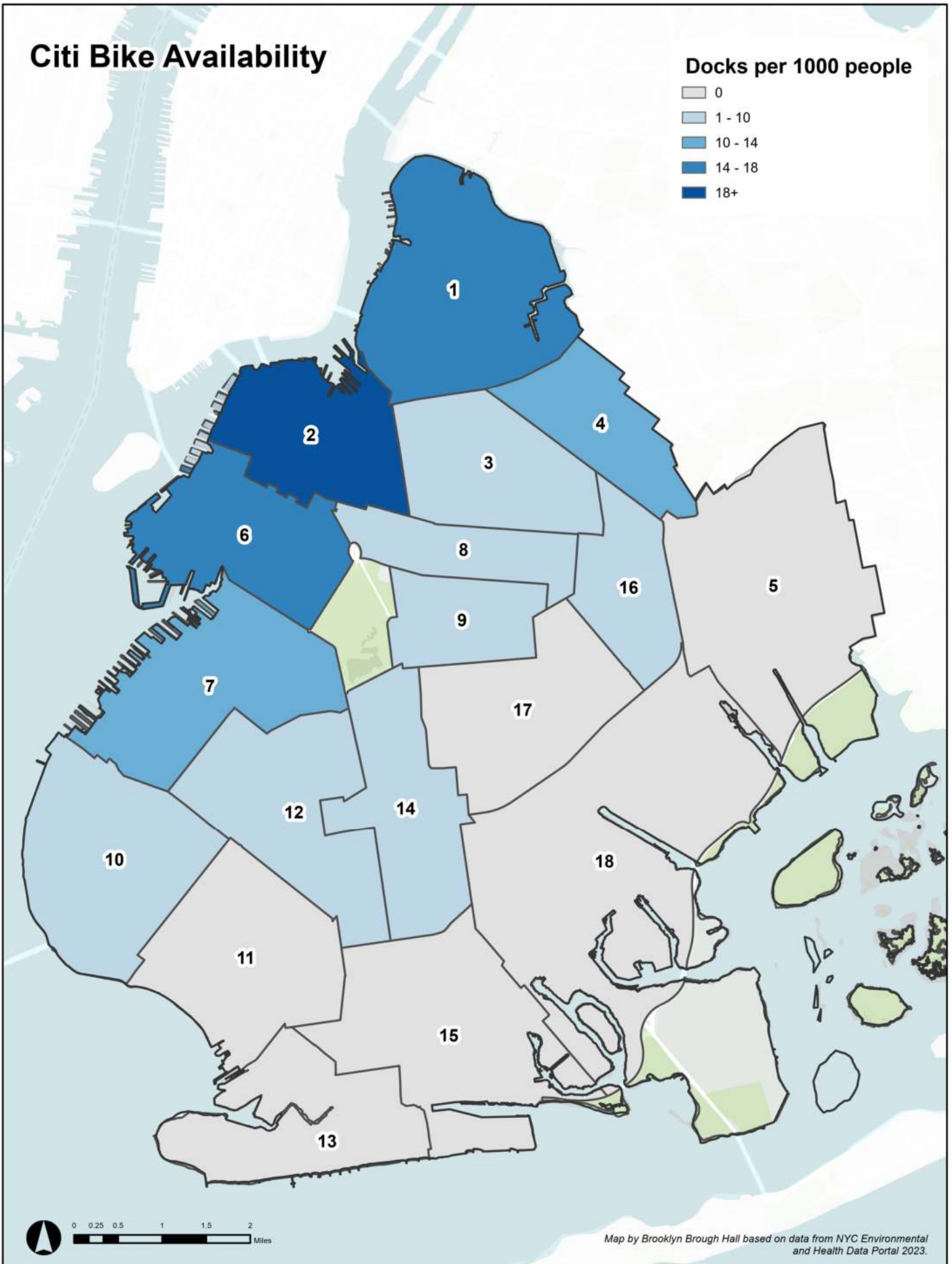
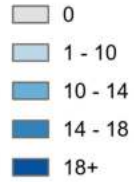
- Protected
- Conventional
- Signed/Marked Route



Map by Regional Plan Association and Brooklyn Borough Hall based on, NYC DOT Bike Routes, June 2023.

Citi Bike Availability

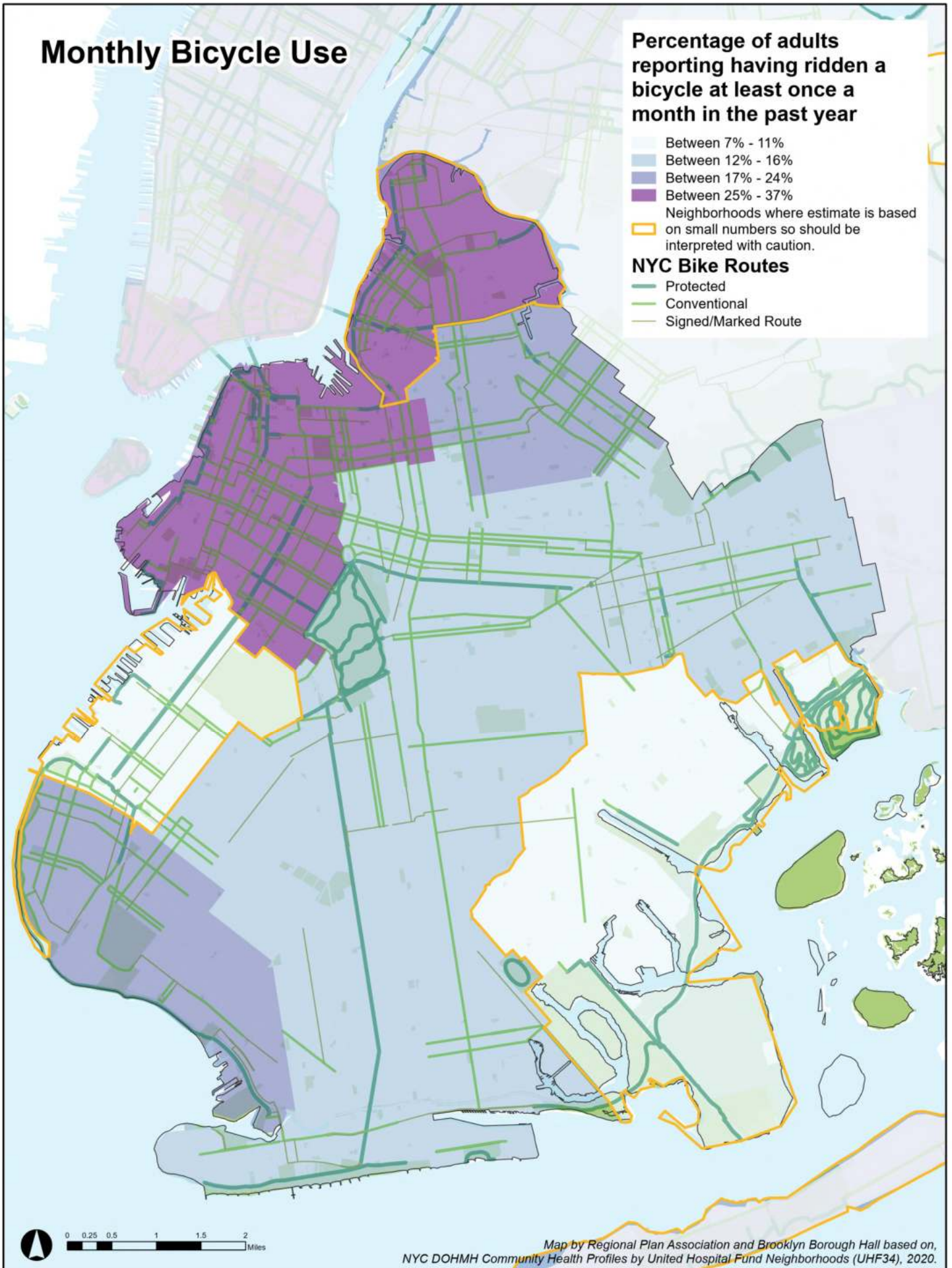
Docks per 1000 people



Monthly Bicycle Use

Percentage of adults reporting having ridden a bicycle at least once a month in the past year

- Between 7% - 11%
- Between 12% - 16%
- Between 17% - 24%
- Between 25% - 37%
- Neighborhoods where estimate is based on small numbers so should be interpreted with caution.
- NYC Bike Routes**
 - Protected
 - Conventional
 - Signed/Marked Route



Street Types by Use

Not all streets are the same, and different types of streets merit different right-of-way treatments. RPA assessed the many characteristics of New York City streets and created a typology.

Street Types

- 5 Unclassified
- 4 Other/Non-residential Streets
- 3 Neighborhood Streets
- 2 Activity Streets
- 1 Thru Streets

Thru Streets are significant arterial streets where maintaining the flow of vehicles, bikes, buses, cars, and trucks is paramount.

Activity Streets are streets with destinations that draw people from the surrounding area.

Neighborhood Streets are low-traffic streets that primarily serve the people who live, or in some cases, work on the street.

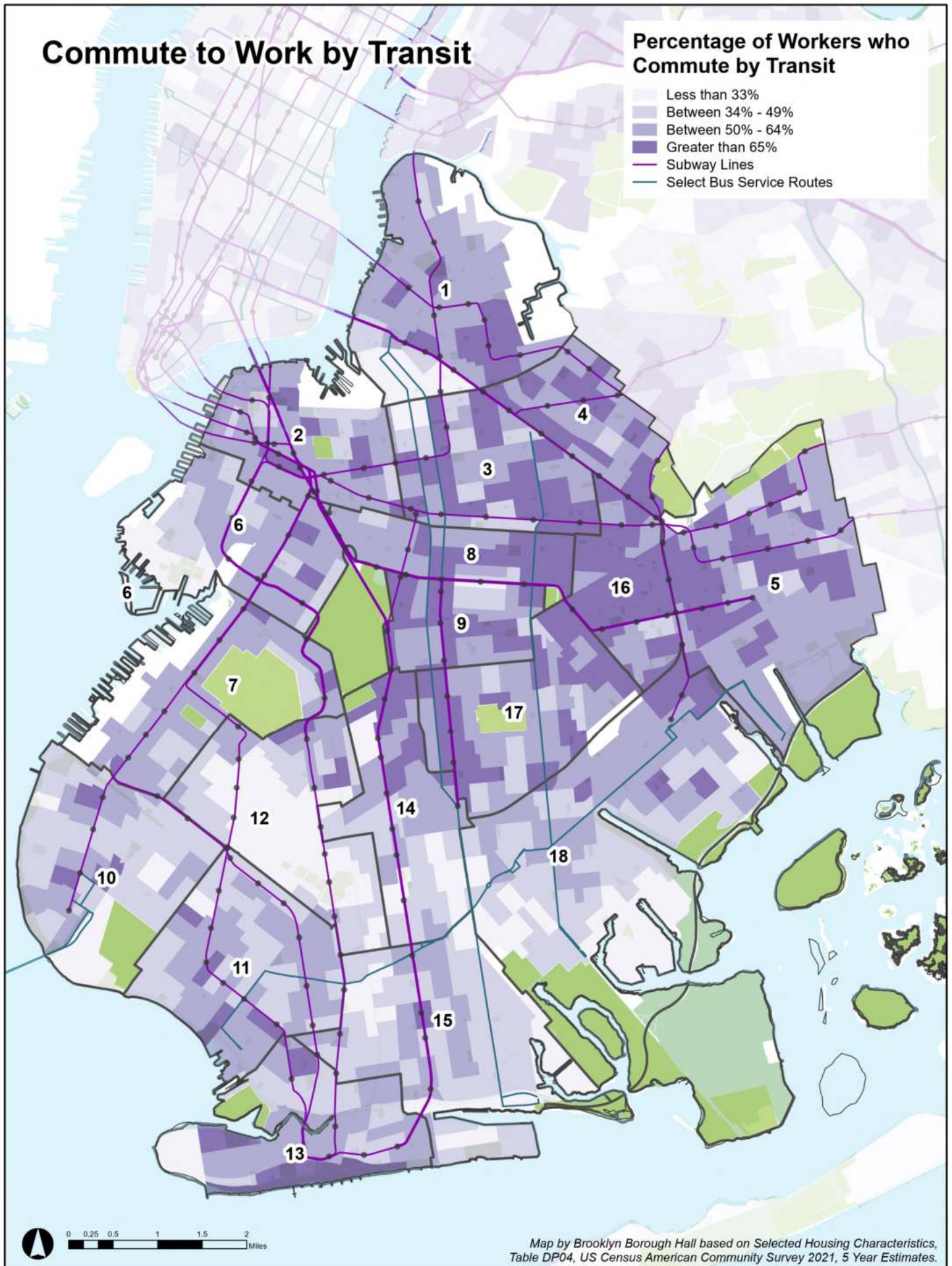


Map by Regional Plan Association, based on *Re-Envisioning the Right of Way*, October 2021.

Commute to Work by Transit

Percentage of Workers who Commute by Transit

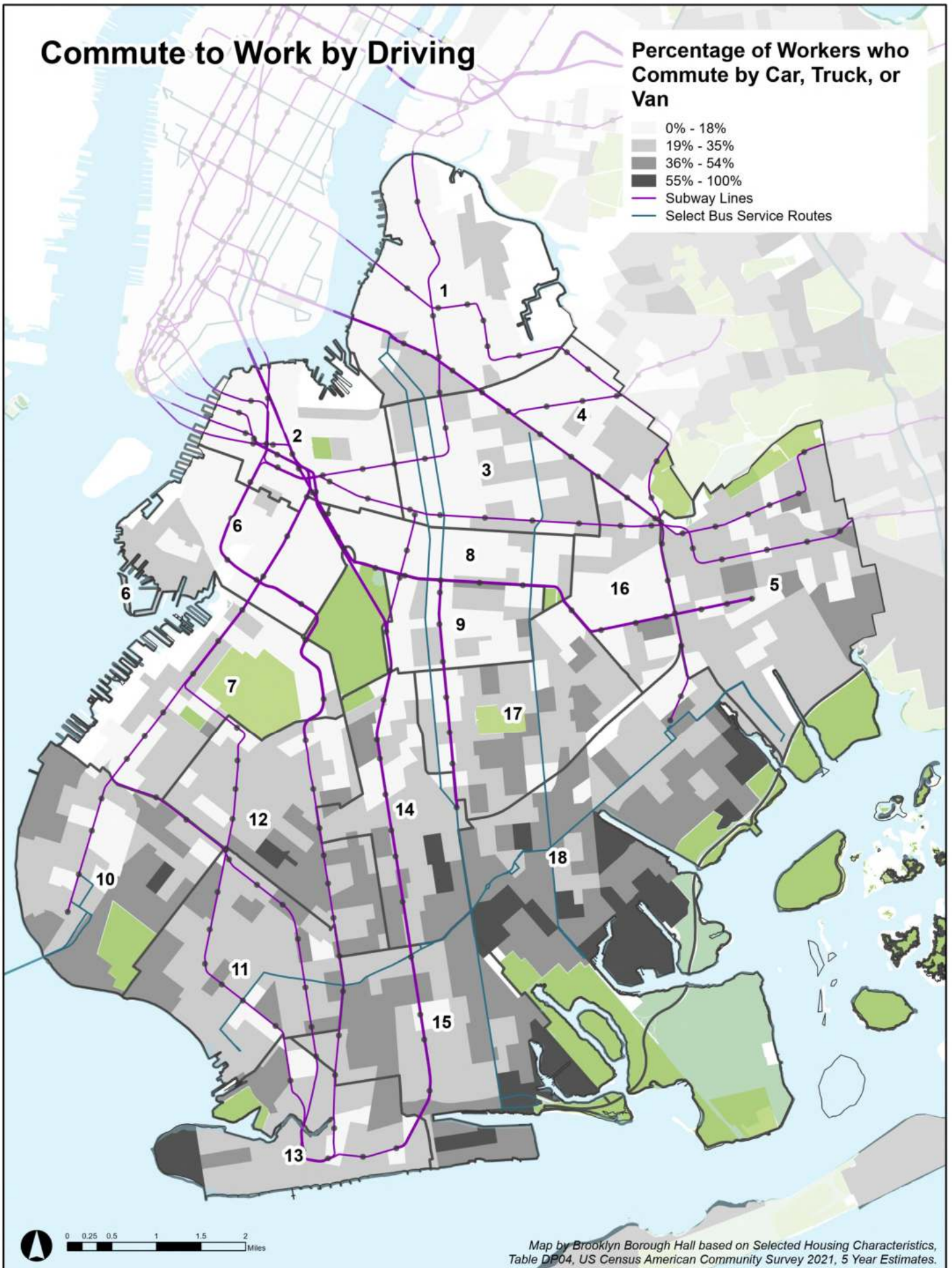
- Less than 33%
- Between 34% - 49%
- Between 50% - 64%
- Greater than 65%
- Subway Lines
- Select Bus Service Routes



Commute to Work by Driving

Percentage of Workers who Commute by Car, Truck, or Van

- 0% - 18%
- 19% - 35%
- 36% - 54%
- 55% - 100%
- Subway Lines
- Select Bus Service Routes



Map by Brooklyn Borough Hall based on Selected Housing Characteristics, Table DP04, US Census American Community Survey 2021, 5 Year Estimates.

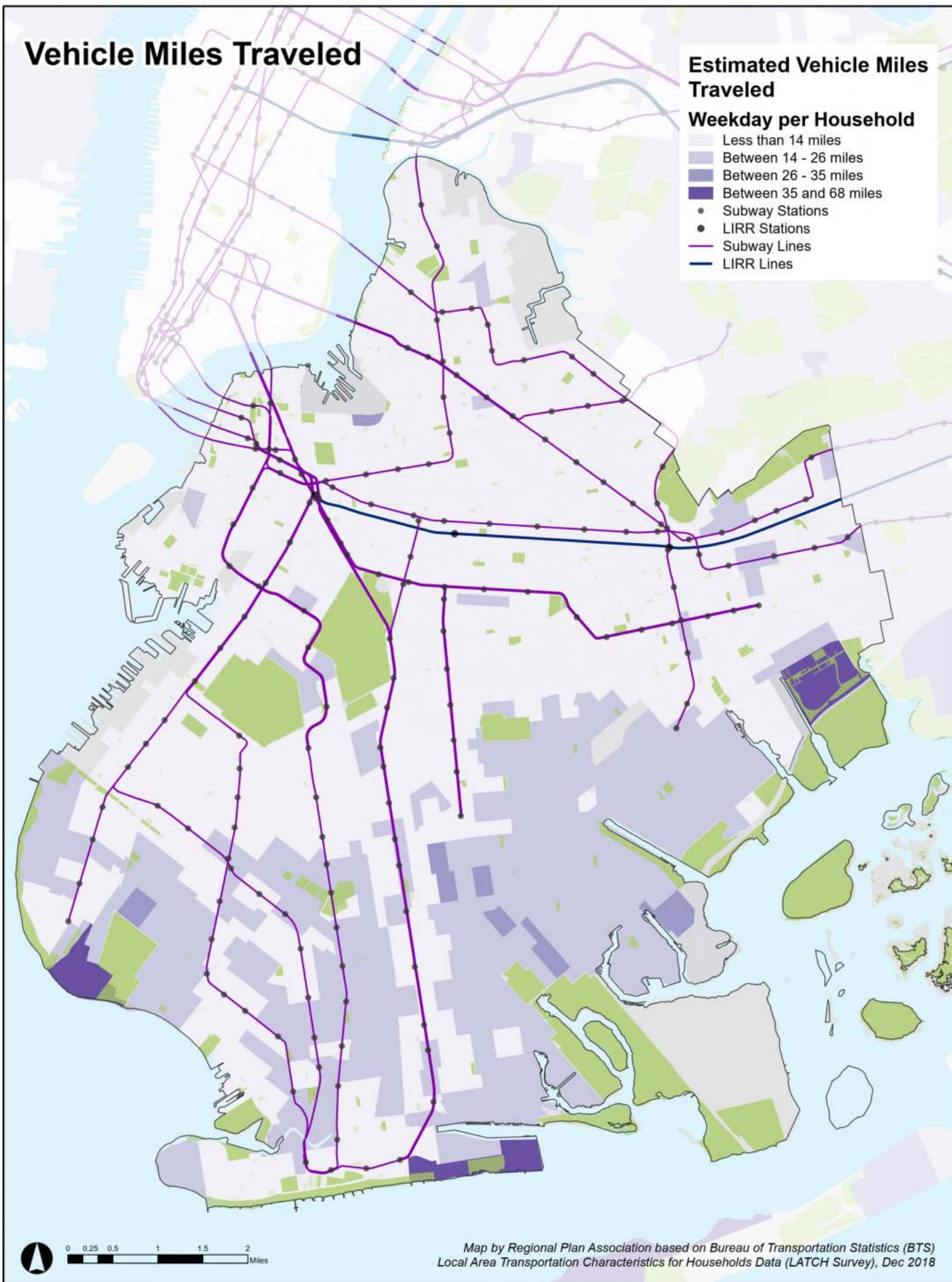
Vehicle Miles Traveled

Estimated Vehicle Miles Traveled

Weekday per Household

- Less than 14 miles
- Between 14 - 26 miles
- Between 26 - 35 miles
- Between 35 and 68 miles

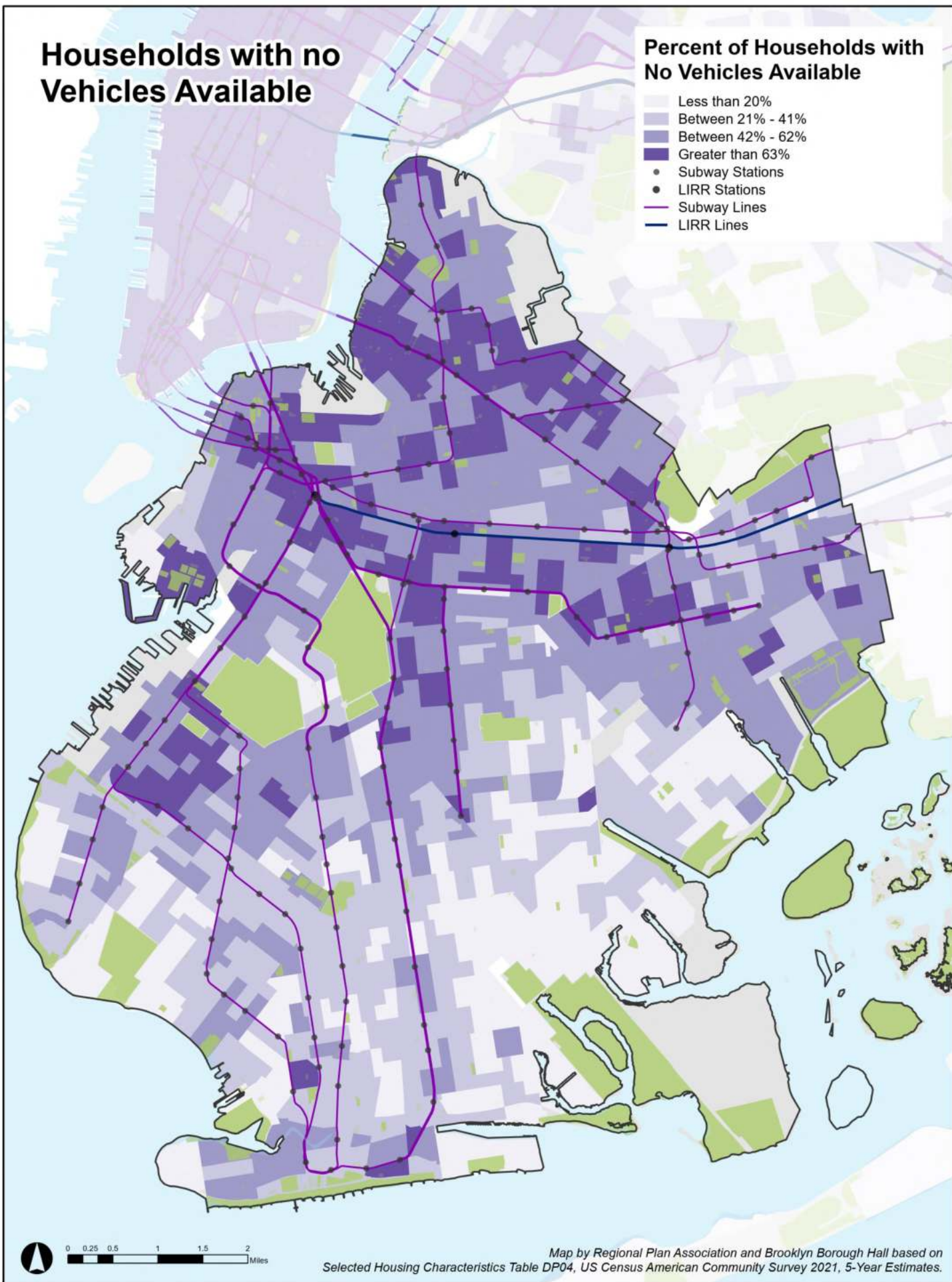
- Subway Stations
- LIRR Stations
- Subway Lines
- LIRR Lines



Households with no Vehicles Available

Percent of Households with No Vehicles Available

- Less than 20%
- Between 21% - 41%
- Between 42% - 62%
- Greater than 63%
- Subway Stations
- LIRR Stations
- Subway Lines
- LIRR Lines



Map by Regional Plan Association and Brooklyn Borough Hall based on Selected Housing Characteristics Table DP04, US Census American Community Survey 2021, 5-Year Estimates.

Pedestrian Safety

Vision Zero Data, 2020-2023




-  Pedestrian Priority Zones
-  Pedestrian Injury
-  Pedestrian Death

Developed as part of NYC DOT's Borough Pedestrian Safety Action Plans, Pedestrian Priority Zones are areas with a high density of crashes where pedestrians were killed or seriously injured (KSI).

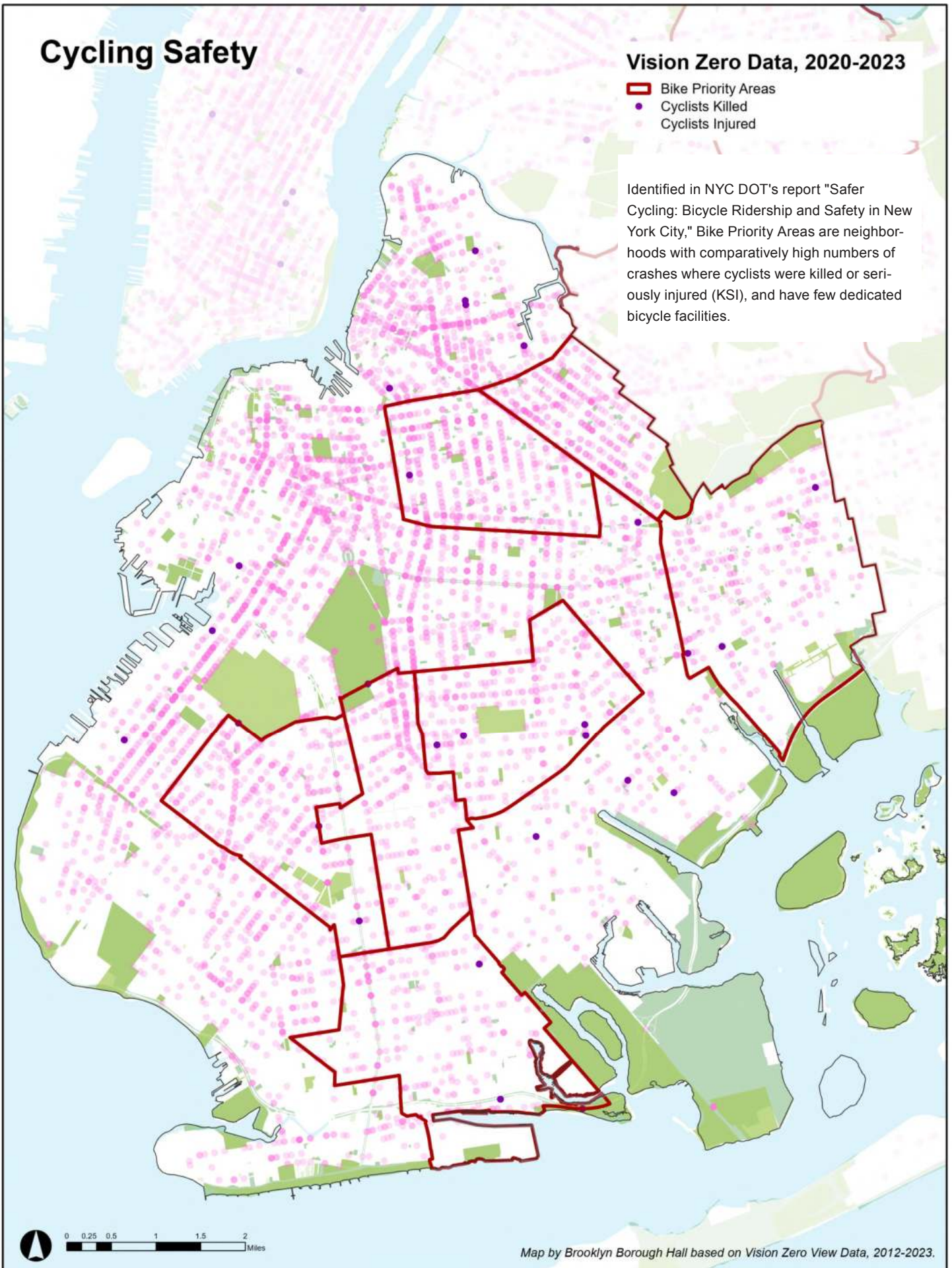


Cycling Safety

Vision Zero Data, 2020-2023

-  Bike Priority Areas
-  Cyclists Killed
-  Cyclists Injured

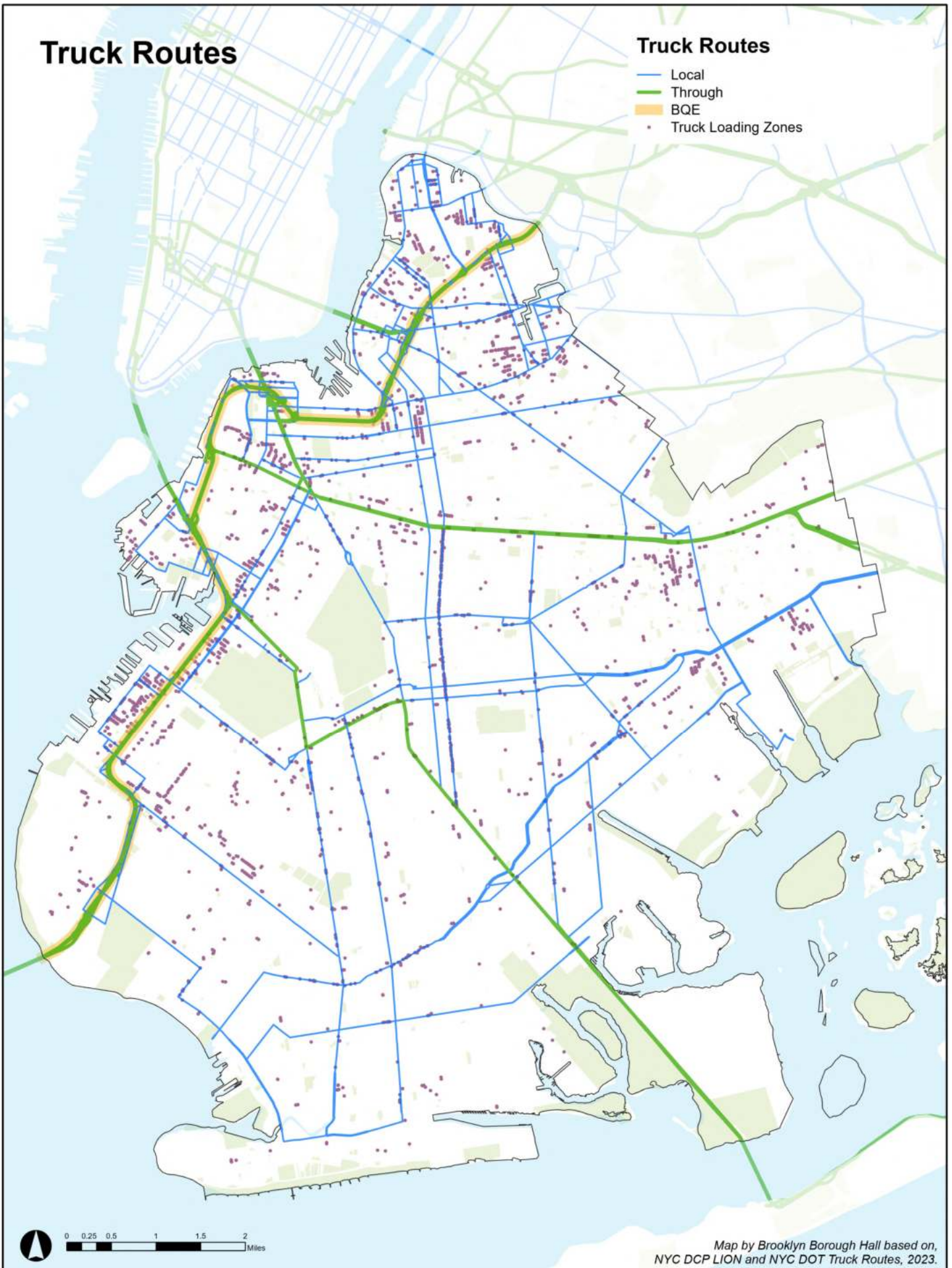
Identified in NYC DOT's report "Safer Cycling: Bicycle Ridership and Safety in New York City," Bike Priority Areas are neighborhoods with comparatively high numbers of crashes where cyclists were killed or seriously injured (KSI), and have few dedicated bicycle facilities.



Truck Routes

Truck Routes

- Local
- Through
- BQE
- Truck Loading Zones

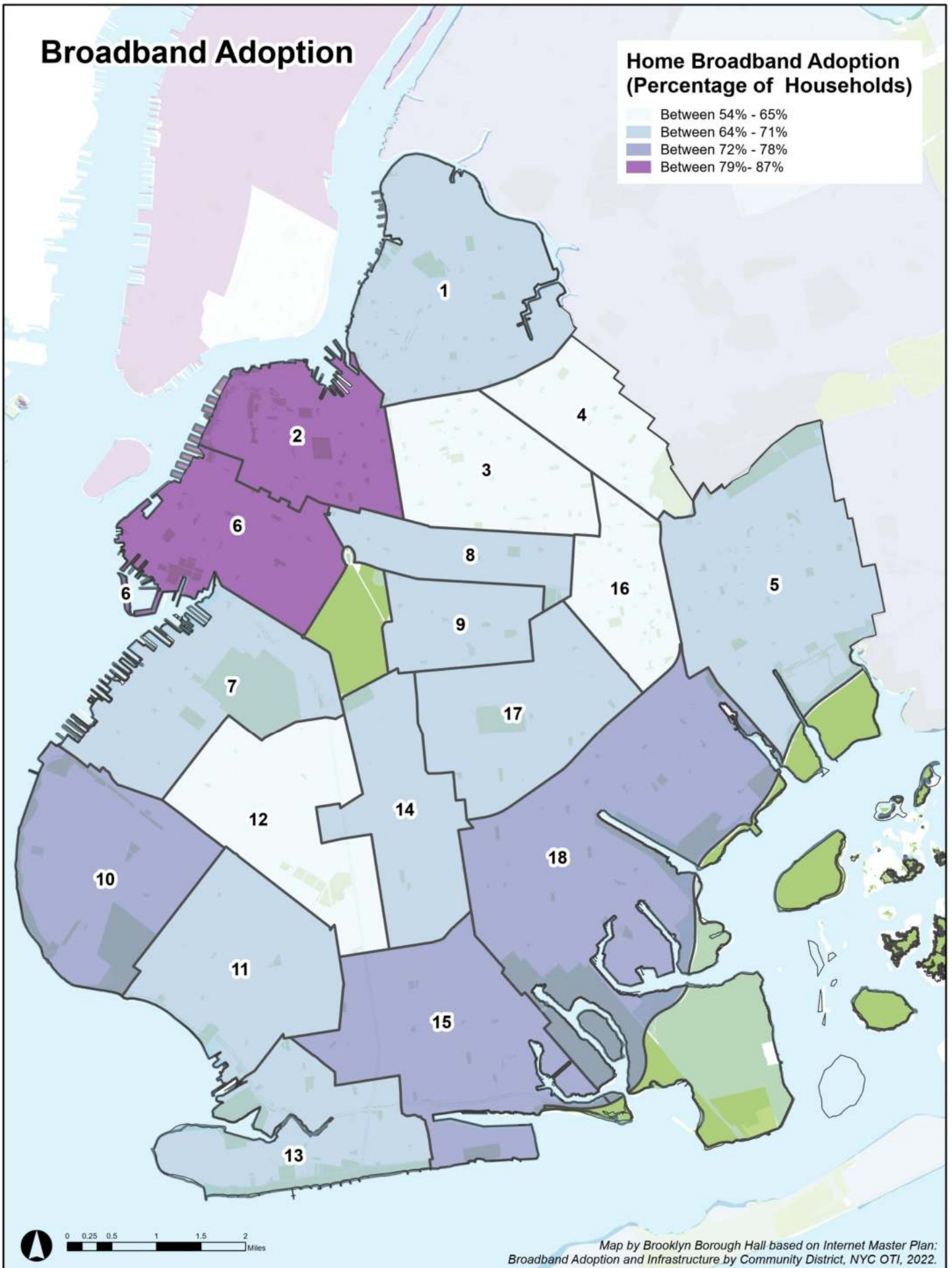


Map by Brooklyn Borough Hall based on, NYC DCP LION and NYC DOT Truck Routes, 2023.

Broadband Adoption

Home Broadband Adoption (Percentage of Households)

- Between 54% - 65%
- Between 64% - 71%
- Between 72% - 78%
- Between 79% - 87%



Sewersheds

Water Treatment Plants



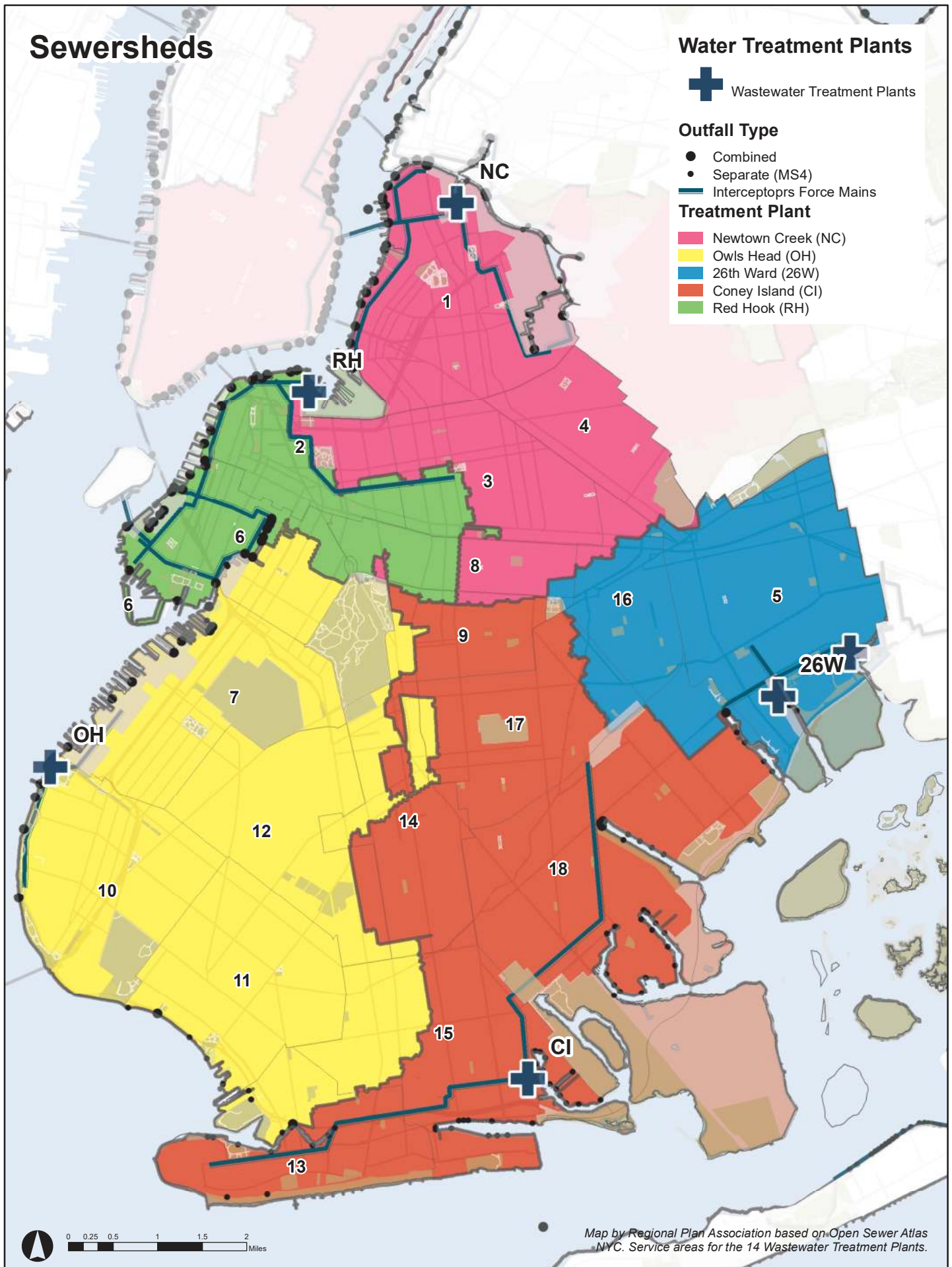
Wastewater Treatment Plants

Outfall Type

- Combined
- Separate (MS4)
- Interceptors Force Mains

Treatment Plant

- NC Newtown Creek (NC)
- OH Owls Head (OH)
- 26W 26th Ward (26W)
- CI Coney Island (CI)
- RH Red Hook (RH)



Map by Regional Plan Association based on Open Sewer Atlas
NYC. Service areas for the 14 Wastewater Treatment Plants.

Environmental

Climate change is the most pressing threat to New York City's future.

This year marks 11 years since Superstorm Sandy, and many of Brooklyn's waterfront communities are still recovering from the devastating impacts of that storm, which flooded an area twice the size of the 100-year flood plain, damaged homes, disrupted transportation systems, and left residents — especially public housing residents — stranded in their homes for weeks until power was restored. As the severity of storms increases, temperatures become more extreme, and heat waves become more common, the impacts of these changes will hit some communities much harder than others.

Future Coastal Flooding

The NYC Panel on Climate Change determined that sea level rise occurring over time is likely to increase coastal flooding during hurricanes and storms. As a result of sea level rise, neighborhoods adjacent to the southeastern waterfront will likely see coastal flooding increase in frequency, extent, and depth. By the year 2050 and based on high estimates (sea level rising by 31 inches), all of CD 13—comprising Sea Gate, Coney Island, Brighton Beach, and Manhattan Beach—will likely fall in the 100-year floodplain (1% chance of flooding on any given year), and by 2080, most of Coney Island is anticipated to be affected by high tides on a regular basis. Red Hook and portions of Greenpoint will also see increased coastal flood risk.

Many of the borough's contaminated sites (Superfund, Chemical Bulk Storage, and Toxic Release Inventory Sites) are located within the future floodplain, further raising the urgency of completing environmental remediation before the next major storm event.

Stormwater Flooding

Different from coastal floods, stormwater flooding comes because of extreme rainfall events. As such, stormwater flooding mostly affects areas with low elevations and poor drainage. An extreme precipitation event of 3.5 inches per hour will likely affect most neighborhoods in Brooklyn, with only a few high-ground areas such as Sunset Park and Prospect Heights being exempt.

Air Pollution – PM_{2.5}

Fine particulate matter (PM_{2.5}) is a term for particles in the air smaller than 2.5 micrometers. Combustion and other operations that involve burning such as vehicle engines or tobacco smoke are a significant source of PM_{2.5}. Higher rates of PM_{2.5}

are located along the BQE corridor and industrial areas of the borough such as Newtown Creek. However, there are also non-combustion related sources such as friction from car tires against the road. This presents a challenge for the transition to electric vehicles, as a transition to heavier electric vehicles could exacerbate rather than mitigate the presence of one of the most common air pollutants.

Air Pollution – Nitrogen Dioxide

Nitrogen dioxide (NO₂) is a pollutant formed by ground-level emissions related to fossil fuels, both from static sources such as industrial plants and mobile sources such as vehicles. High concentrations typically occur near major roads — a pattern that holds true in Brooklyn, where the highest measurements are found near major vehicular corridors such as the BQE and Atlantic Avenue. While particle pollution such as PM_{2.5} can be a concern over larger entire regions, NO₂ is a concern at the hyperlocal level; studies have shown that concentrations may be 30 to 100 percent higher near heavy traffic.

Indoor Air Quality Complaints

From 2022-2023, Brooklynites made 3,353 indoor air quality, asbestos, and mold complaints to 311. Indoor air quality complaints are more frequent and widespread across the borough than asbestos and mold complaints. Indoor air quality complaints still tend to be clustered and more common in areas north of Linden Boulevard on the eastern side of Prospect Park and north of Grand Army Plaza. There is a notable cluster of complaints near the southeast corner of Prospect Park, at the intersection of CDs 9, 14, and 17.

Tree Canopy Coverage

In addition to beautifying the borough's neighborhoods, trees clean the air, shade buildings and streets, and help manage stormwater. Overall, 18% of Brooklyn is covered by tree canopy, the lowest coverage of the five boroughs. East New York, East Flatbush, and Coney Island have less area covered by tree canopy.

Tree Canopy Change 2010-2017

While Brooklyn's tree canopy grew overall between 2010-2017, Superstorm Sandy left a visible scar on the borough's tree canopy in 2012, as prolonged inundation in salt water killed many trees that were not salt-tolerant in neighborhoods such as Canarsie and Coney Island.

Heat Vulnerability

The NYC Heat Vulnerability Index measures how the risk of heat-related illness or death differs across neighborhoods. According to DOHMH, neighborhood risk factors that increase heat vulnerability in NYC are less home air conditioning, less green space, hotter surface temperatures, and more residents who are low-income or non-Latino Black. Central, northern, and eastern Brooklyn suffer the highest levels of heat stress.

Park Access

Most of the borough is within a five-minute walking distance of a park. However, significant pockets of southern and eastern Brooklyn have a 10-minute walk to access a park. Some areas of Sea Gate, Mill Basin, Flatbush, and Cypress Hills are underserved, requiring 10 minutes or more to reach a park. It should be noted that all parks are not created equal. Many City parks are too small for active recreation or covered in blacktop or concrete, meaning access to open space does not imply availability of green space.

Waterfront Access

Most of Brooklyn's waterfront access is in two areas: the northwest stretching from Greenpoint to Red Hook, where easements designated in part by the Waterfront Access Plan provide access to the East River, and the southeast part of the borough along the shores of Jamaica Bay and the Gateway National Recreation Area. The NYC Ferry network provides a transportation link along Brooklyn's waterways but offers limited connections to southern Brooklyn and Jamaica Bay. Plans for a ferry landing in Coney Island Creek have been abandoned due to engineering challenges.

FEEDBACK UPDATE

What we heard

- Green infrastructure is a broad subject and difficult to map.
- General concerns about lead and toxins in soil, hazardous waste disposal, cooling centers, how heat impacts violence, water quality monitoring, and Brownfield sites.
- Need to examine former sites that generated hazardous waste, such as filling stations or industrial manufacturing.

Updates

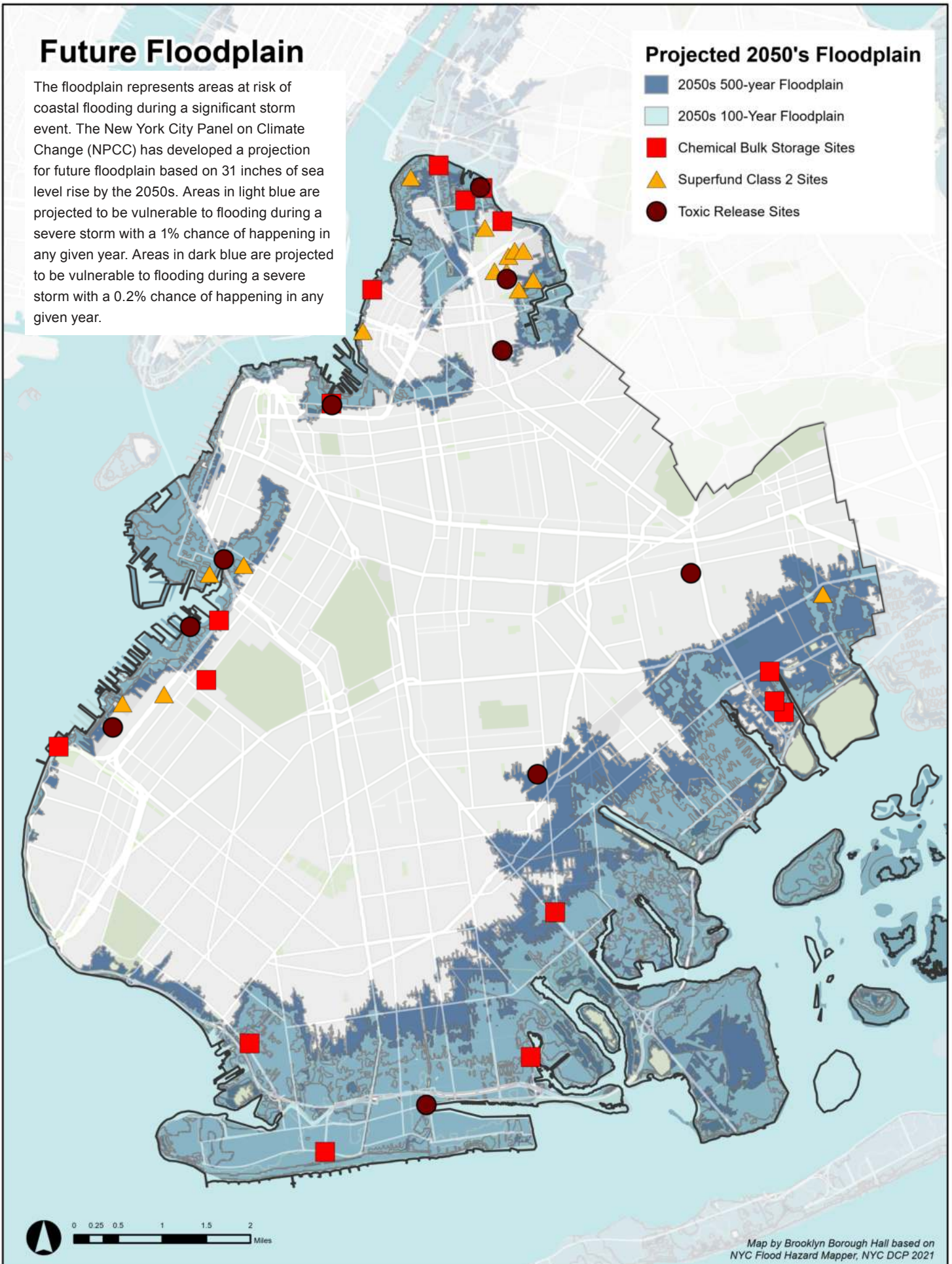
- Updated symbology and added ground pollution sites to the Future Floodplain map.
- Added Air Pollution maps for both PM_{2.5} and Nitrogen Dioxide, and Indoor Air Quality Complaints.
- Added Tree Canopy Coverage and Change 2010-2017.
- Moved Park Access up from Appendix.
- Added Waterfront Access map.

Future Floodplain

The floodplain represents areas at risk of coastal flooding during a significant storm event. The New York City Panel on Climate Change (NPCC) has developed a projection for future floodplain based on 31 inches of sea level rise by the 2050s. Areas in light blue are projected to be vulnerable to flooding during a severe storm with a 1% chance of happening in any given year. Areas in dark blue are projected to be vulnerable to flooding during a severe storm with a 0.2% chance of happening in any given year.

Projected 2050's Floodplain

- 2050s 500-year Floodplain
- 2050s 100-Year Floodplain
- Chemical Bulk Storage Sites
- ▲ Superfund Class 2 Sites
- Toxic Release Sites

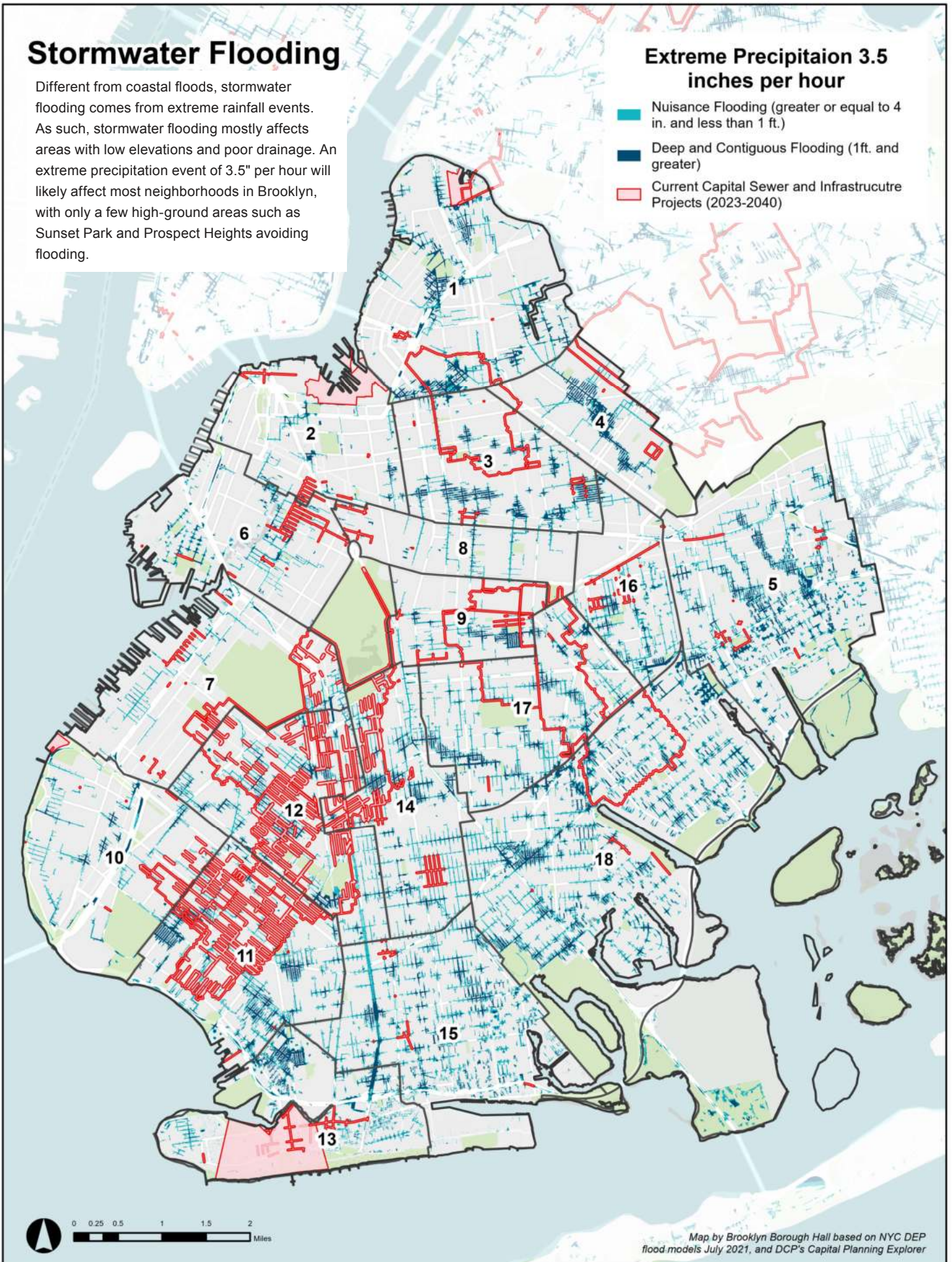


Stormwater Flooding

Different from coastal floods, stormwater flooding comes from extreme rainfall events. As such, stormwater flooding mostly affects areas with low elevations and poor drainage. An extreme precipitation event of 3.5" per hour will likely affect most neighborhoods in Brooklyn, with only a few high-ground areas such as Sunset Park and Prospect Heights avoiding flooding.

Extreme Precipitaion 3.5 inches per hour

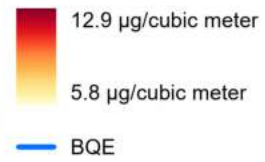
- Nuisance Flooding (greater or equal to 4 in. and less than 1 ft.)
- Deep and Contiguous Flooding (1ft. and greater)
- Current Capital Sewer and Infrastrucutre Projects (2023-2040)



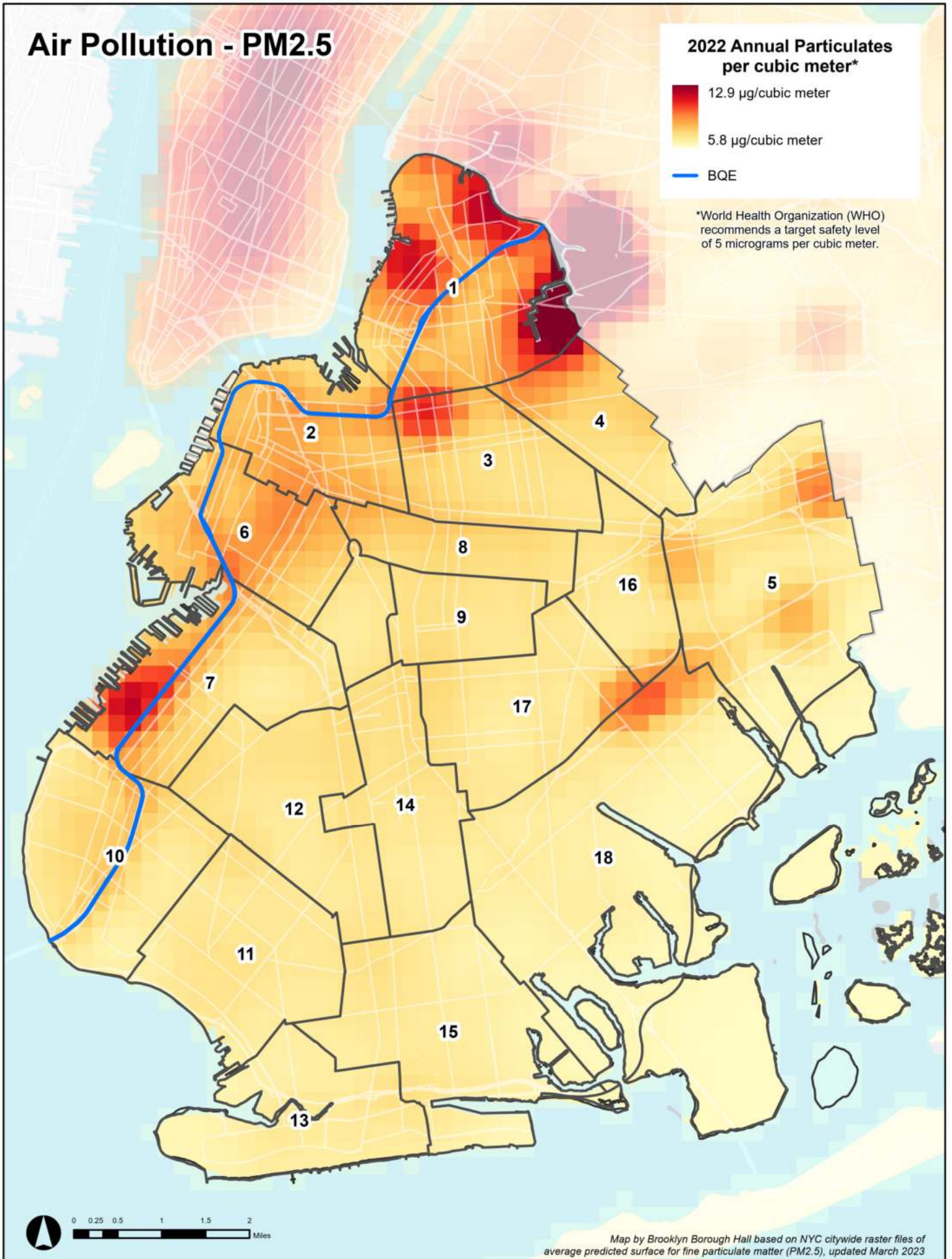
Map by Brooklyn Borough Hall based on NYC DEP flood models July 2021, and DCP's Capital Planning Explorer

Air Pollution - PM2.5

2022 Annual Particulates per cubic meter*



*World Health Organization (WHO) recommends a target safety level of 5 micrograms per cubic meter.



Air Pollution - Nitrogen Dioxide

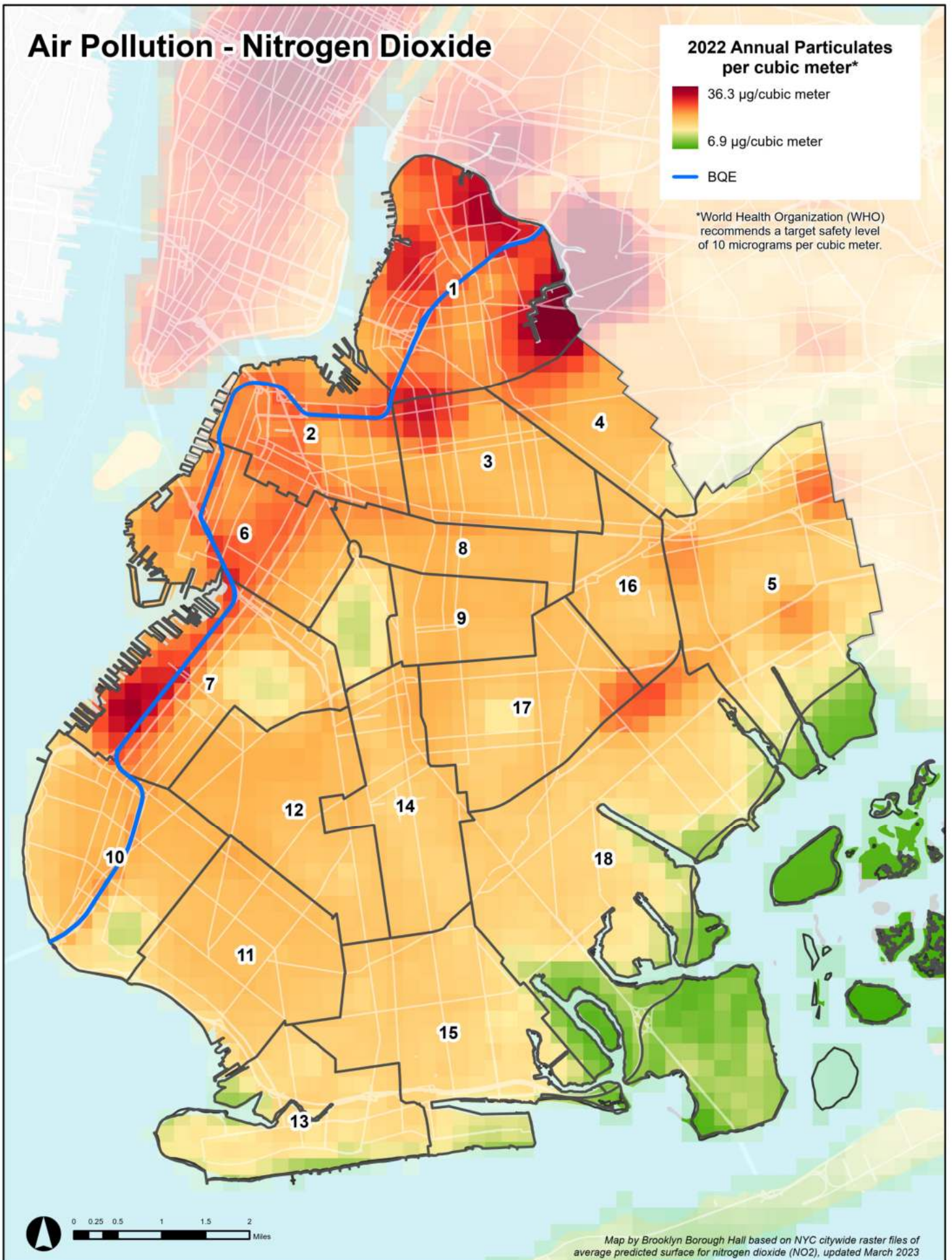
2022 Annual Particulates per cubic meter*

36.3 µg/cubic meter

6.9 µg/cubic meter

BQE

*World Health Organization (WHO) recommends a target safety level of 10 micrograms per cubic meter.

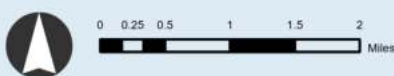
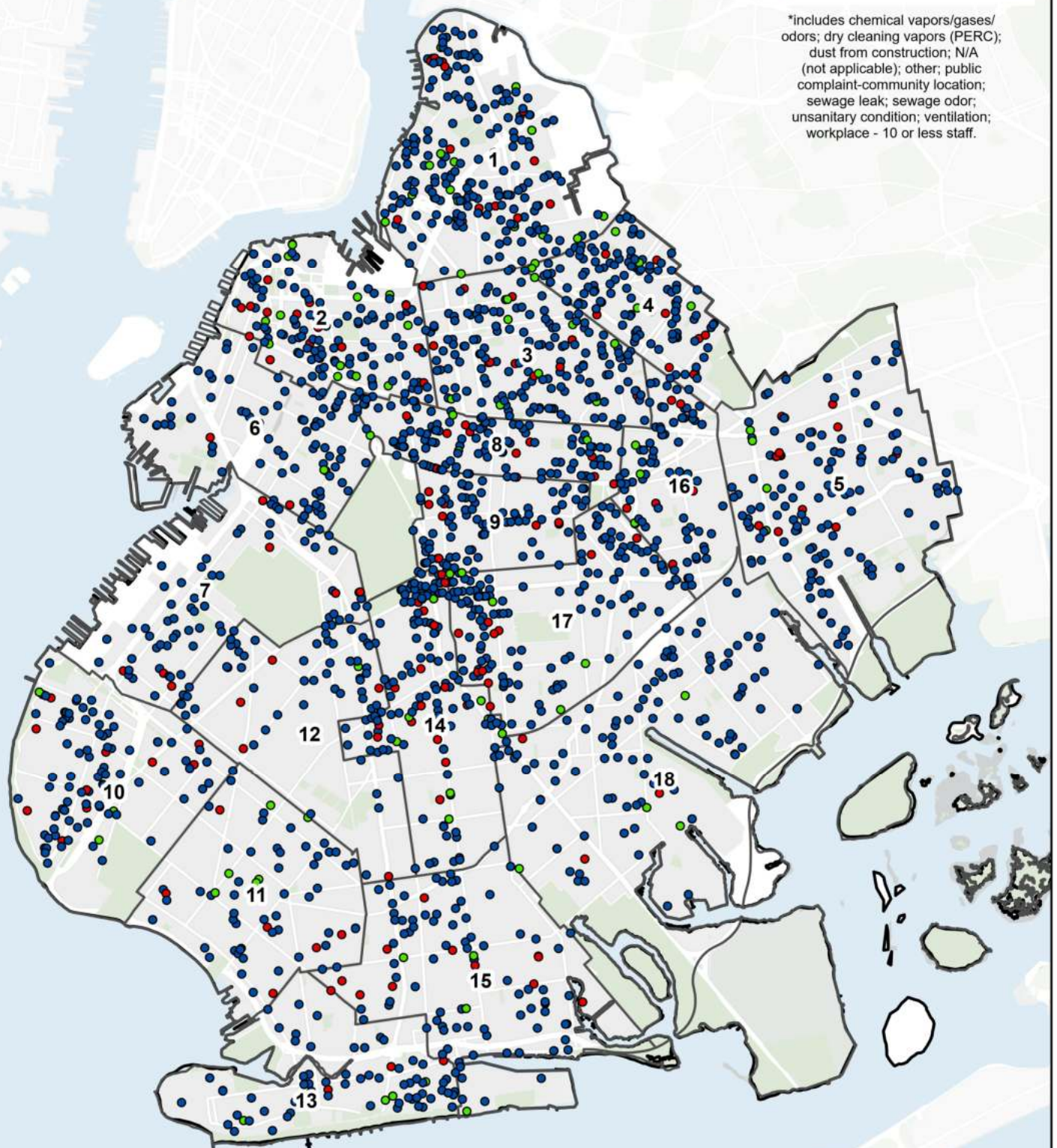


Indoor Air Quality: 311 Complaints 2022-2023

311 Complaint Type

- Indoor Air Quality*
- Asbestos
- Mold

*includes chemical vapors/gases/ odors; dry cleaning vapors (PERC); dust from construction; N/A (not applicable); other; public complaint-community location; sewage leak; sewage odor; unsanitary condition; ventilation; workplace - 10 or less staff.

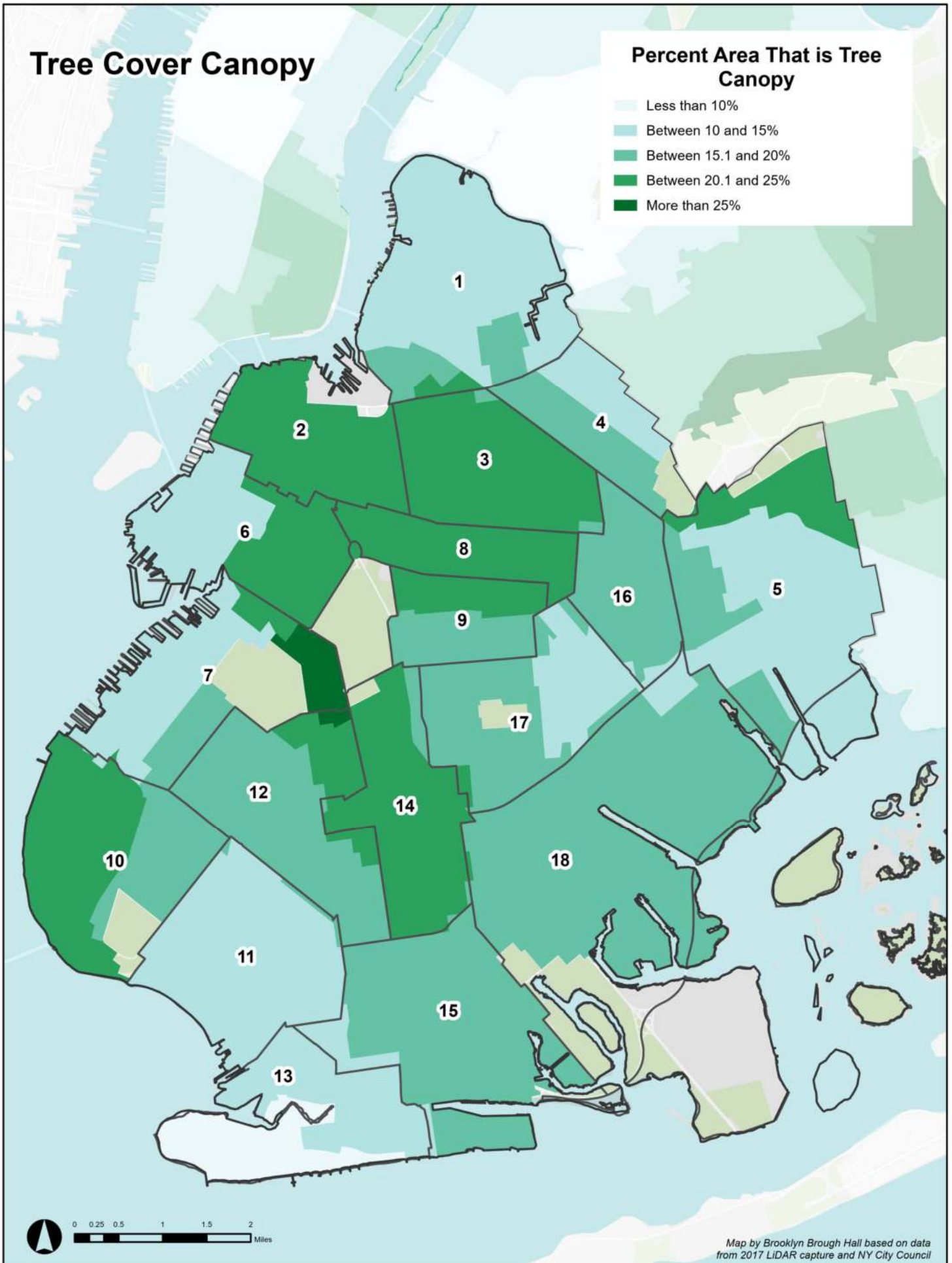


Map by Brooklyn Borough President's Office based on
NYC DOHMH Indoor Environmental Complaints, January 2022 - July 2023

Tree Cover Canopy

Percent Area That is Tree Canopy

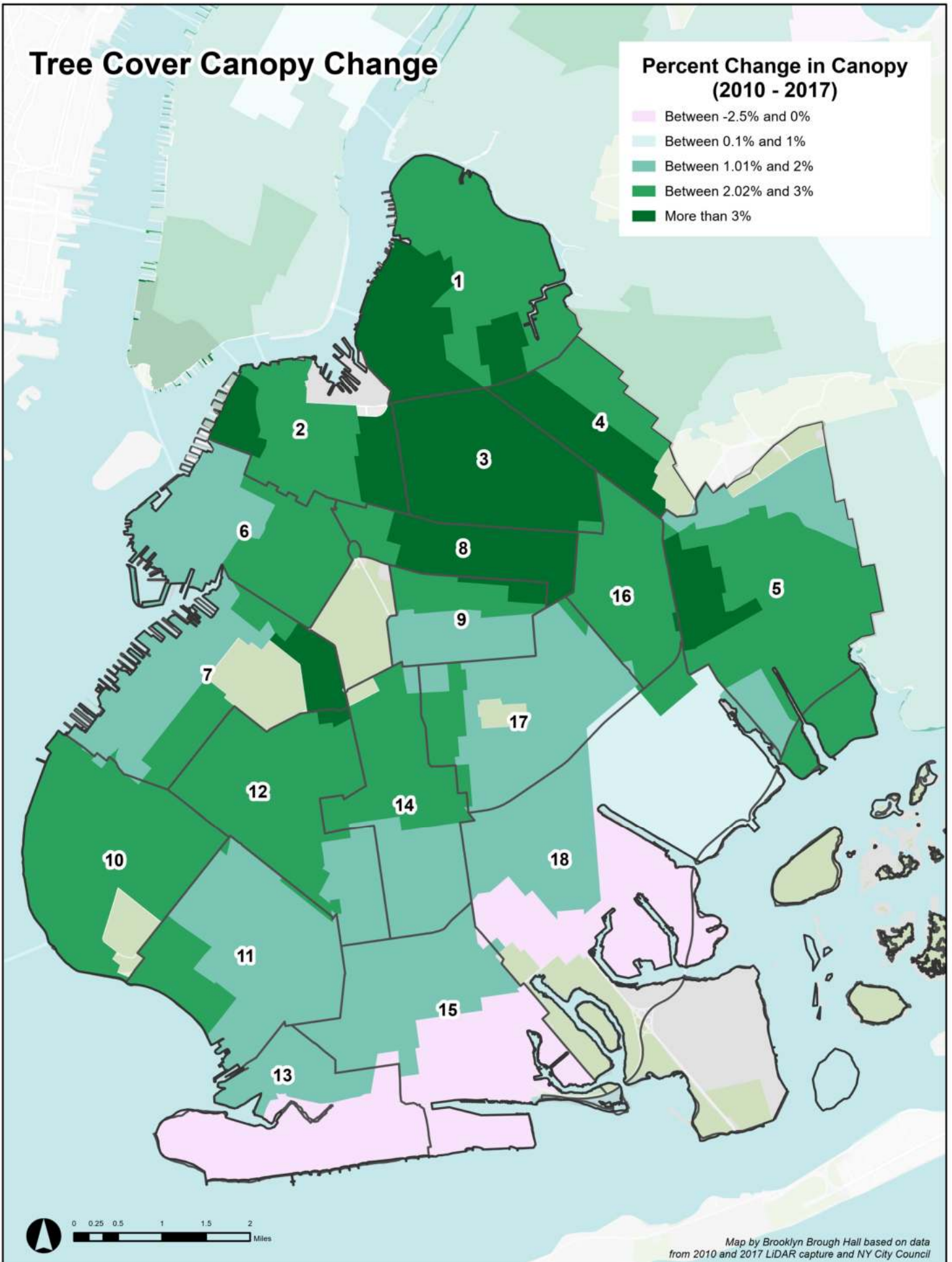
- Less than 10%
- Between 10 and 15%
- Between 15.1 and 20%
- Between 20.1 and 25%
- More than 25%



Tree Cover Canopy Change

Percent Change in Canopy (2010 - 2017)

- Between -2.5% and 0%
- Between 0.1% and 1%
- Between 1.01% and 2%
- Between 2.02% and 3%
- More than 3%

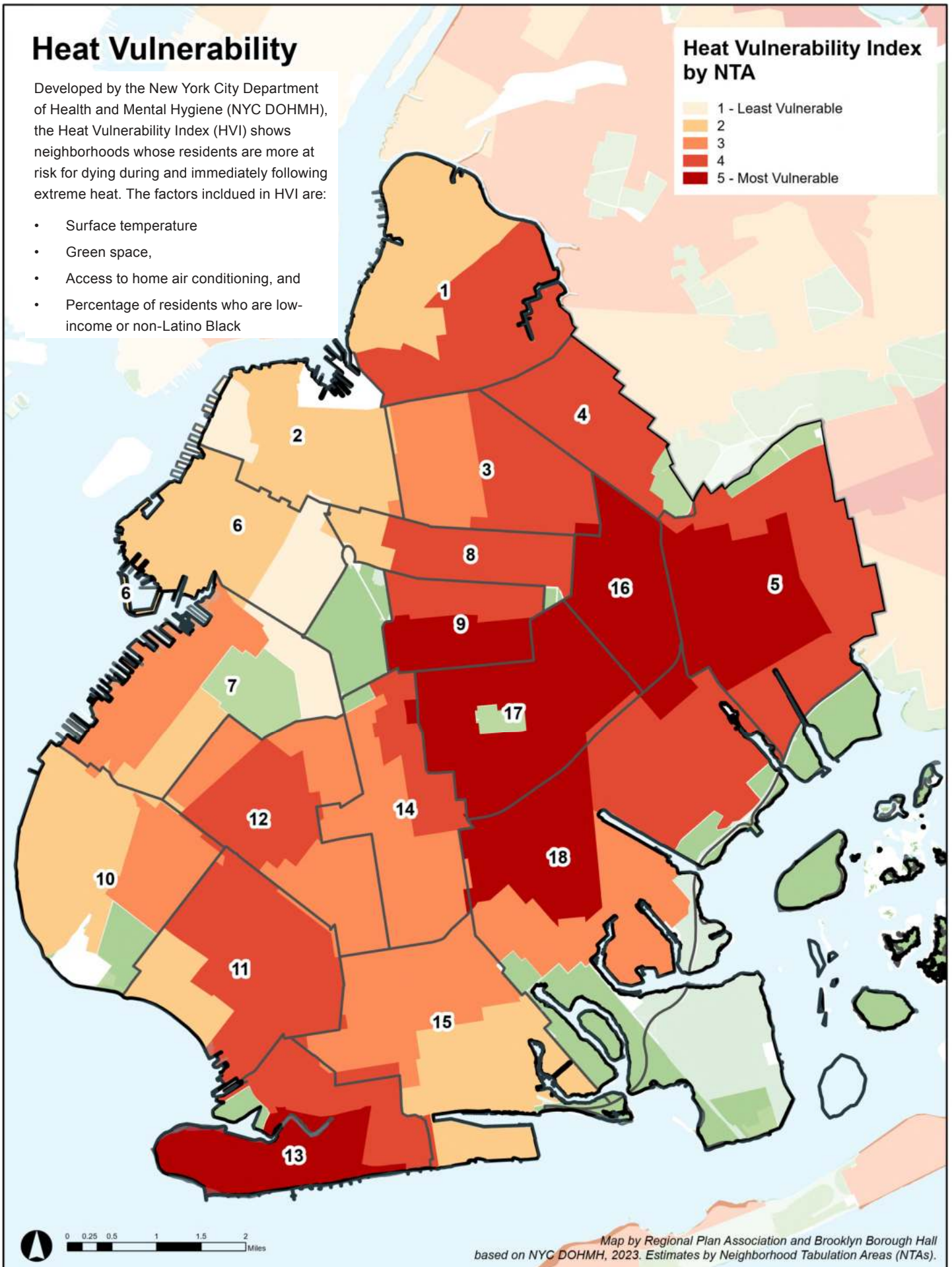


Heat Vulnerability

Developed by the New York City Department of Health and Mental Hygiene (NYC DOHMH), the Heat Vulnerability Index (HVI) shows neighborhoods whose residents are more at risk for dying during and immediately following extreme heat. The factors included in HVI are:

- Surface temperature
- Green space,
- Access to home air conditioning, and
- Percentage of residents who are low-income or non-Latino Black

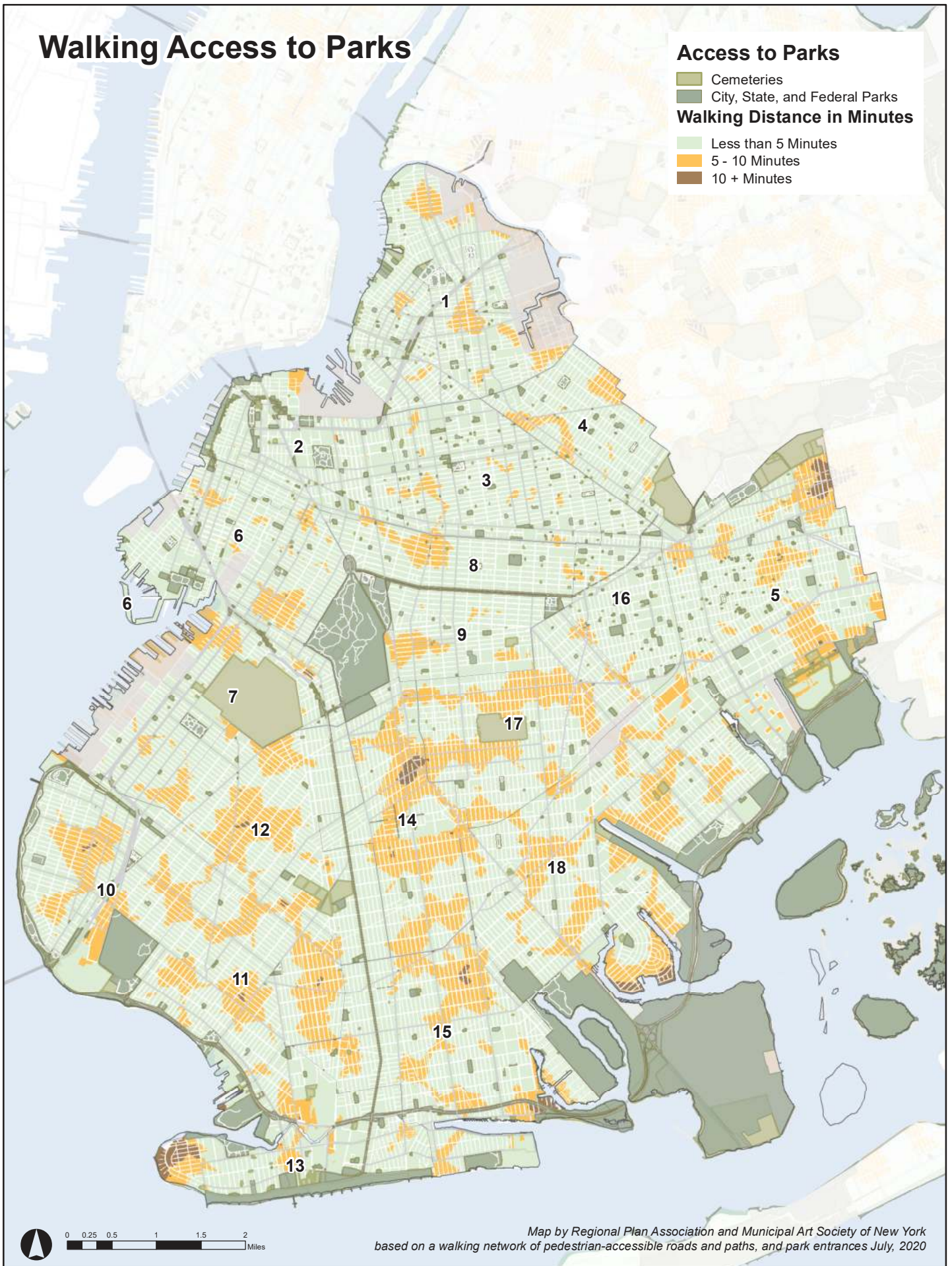
Heat Vulnerability Index by NTA



Walking Access to Parks

Access to Parks

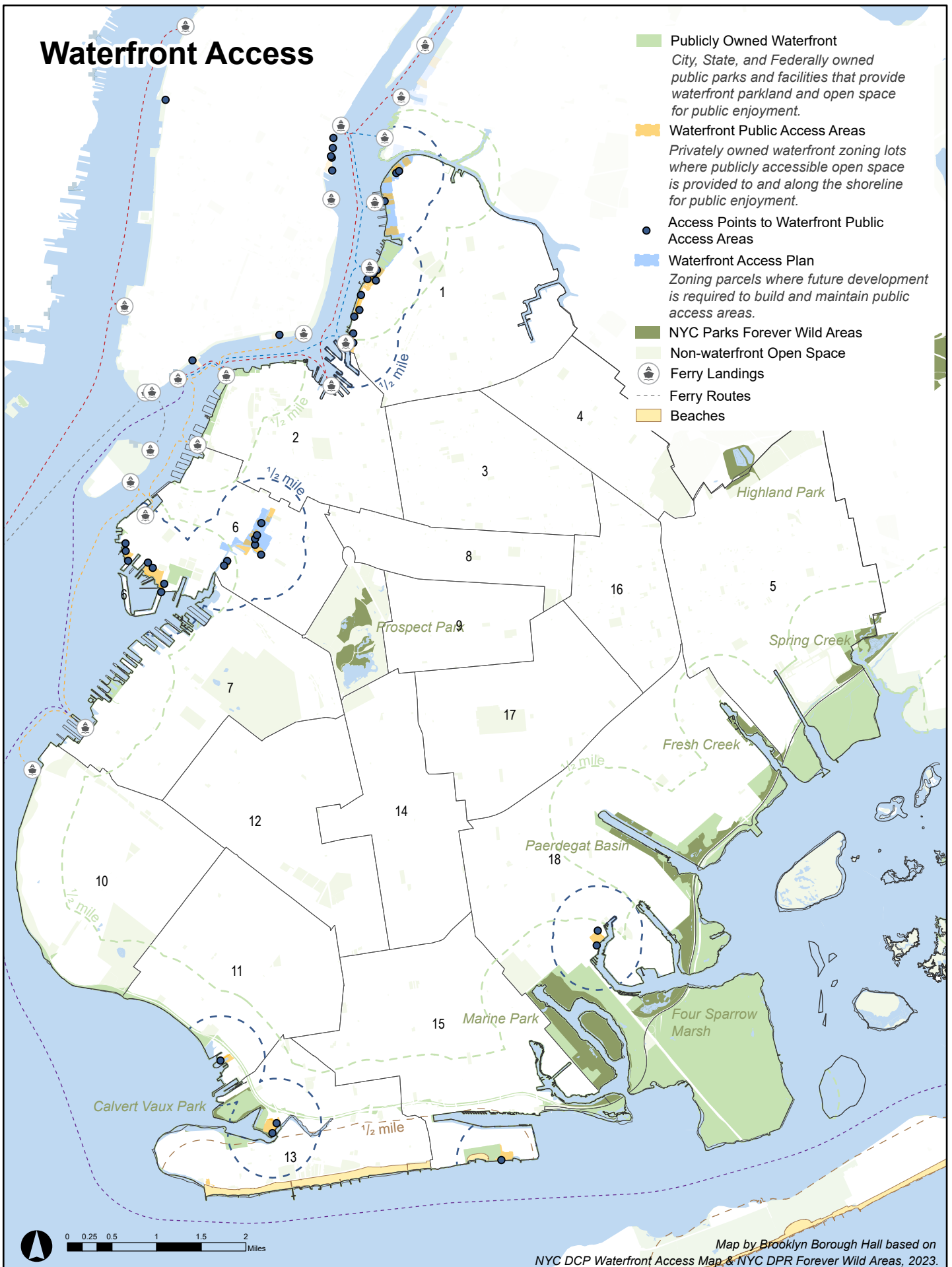
- Cemeteries
- City, State, and Federal Parks
- Walking Distance in Minutes**
 - Less than 5 Minutes
 - 5 - 10 Minutes
 - 10 + Minutes



Map by Regional Plan Association and Municipal Art Society of New York
based on a walking network of pedestrian-accessible roads and paths, and park entrances July, 2020

Waterfront Access

- **Publicly Owned Waterfront**
City, State, and Federally owned public parks and facilities that provide waterfront parkland and open space for public enjoyment.
- **Waterfront Public Access Areas**
Privately owned waterfront zoning lots where publicly accessible open space is provided to and along the shoreline for public enjoyment.
- **Access Points to Waterfront Public Access Areas**
- **Waterfront Access Plan**
Zoning parcels where future development is required to build and maintain public access areas.
- **NYC Parks Forever Wild Areas**
- **Non-waterfront Open Space**
- ⦿ **Ferry Landings**
- **Ferry Routes**
- **Beaches**



Map by Brooklyn Borough Hall based on
NYC DCP Waterfront Access Map & NYC DPR Forever Wild Areas, 2023.

Neighborhood Conditions

Numerous studies endorsed by the medical community demonstrate that neighborhood conditions such as cleanliness, freedom from violent crime, presence of supportive community organizations, access to green space, and related variables significantly contribute to adults' physical and mental health.

These indicators also serve as strong determinants of physical health, psychological well-being, and quality of life for youth raised in a given area.

The supportiveness of a community is largely due to the prevalence of accessible health care facilities; places of assembly and community events; and schools, youth services, and daycare programs to enable households and families to maintain stability in everyday life and in times of crisis. According to the 2021 American Community Survey, approximately 24% to 28% of households with children in Kings County are headed by a single parent.²⁸ Likewise, approximately 30% of Brooklyn households in 2021 had one or more residents over age 65. In both cases, strong and supportive community associations and services are essential for keeping these households safe, happy, and healthy.²⁹

Hospitals and Health Facilities

Healthcare facilities include hospitals, infirmaries, and pharmacies. Other health-related facilities include nursing homes and adult care institutions. These types of facilities are spread evenly throughout the borough, with an average of a dozen per community district.

Hospital Patient Satisfaction

Throughout the engagement process, Brooklynites voiced frustrations both with accessing health care and the quality of health care once they did see a provider. While a commonly reliable metric for quality of health care remains elusive, New York State does publish patient satisfaction rates for hospitals across the borough. Of Brooklyn's 15 hospitals, none had a patient satisfaction rate above the New York state average, and at four hospitals

patients were significantly less satisfied compared to the state average. Several of these hospitals are in neighborhoods with chronic health challenges highlighted throughout this chapter, such as Brownsville, Coney Island, and Bushwick.

Primary Care Physicians

While primary care facilities are spread across the borough, residents of neighborhoods such as Bedford-Stuyvesant, Red Hook, East Flatbush, and Gravesend have few local options.

Public Assembly

Places of public assembly—defined here as non-religious institutions where the public generally gathers such as libraries, museums, and community centers—are distributed fairly evenly throughout the borough.

Overcrowding and Schools

Public schools in Brooklyn face uneven enrollment across the borough. Overcrowding is more prevalent in southern Brooklyn, particularly acute in Community School District (CSD) 20, which encompasses Bay Ridge, Dyker Heights, Borough Park, and surrounding neighborhoods. Most public schools east of Prospect Park are under-enrolled. This could be due to several factors, including changing demographics and school choice.

Brooklyn does have enough school capacity when measured at a borough level. However, the available school capacity is often in areas far from students' home neighborhoods. The youngest students are best served when they have short distances to travel by foot to their elementary and middle schools. Therefore, the City measures overcrowding at the School District level (and sub-districts in formal land use review). The City expects high school students can travel further distances than elementary or middle school students, and therefore overcrowding for high school is measured at a borough level.

The School Construction Authority (SCA) is a NY State Public Authority that is responsible for building new public schools and additions to existing facilities in New York City. SCA's budget is funded by New York City and allocates funding at the "sub-district" boundary (these boundaries are available on SCA's

²⁸ U.S. Census Bureau; American Community Survey, 2021 American Community Survey 1-Year Estimates, Table DP02 (September 2022)

²⁹ U.S. Census Bureau; American Community Survey, 2021 American Community Survey 1-Year Estimates, Table DP02; (September 2022)

website). SCA’s Capital Plan is released every four years (with intermittent amendments). In the latest capital plan, new schools are funded in school districts along the western and southern coastlines of the Borough. To date, over 10,000 school seats have been funded in Brooklyn. SCA is currently executing its 2020-24 Capital Plan.

School Locations

K-12 schools include public, charter, private special education, and alternative high schools. Northwestern Brooklyn, East New York, and Borough Park have the greatest number of these schools. Bay Ridge and Coney Island have the fewest schools serving K-12 students.

School Accessibility

Across the borough, many of Brooklyn’s schools have poor ratings for accessibility.

Daycare and Pre-Kindergarten

This map indicates the location of universal pre-K, group and school-based childcare centers, preschools for students with disabilities, and head start programs. Due to its very high proportion of households with small children, Borough Park has the greatest number of day care and preschool facilities compared to other parts of Brooklyn. Southern Crown Heights, Prospect Lefferts Gardens, and Brownsville have the fewest childcare facilities in the borough.

Libraries and Cultural Programs

CD 2, in Downtown Brooklyn, has the most libraries and cultural programs. Moving radially outwards from that area, concentrations of these facilities tend to decrease. While libraries and cultural programs are not evenly distributed throughout the borough, their largest concentrations are highly accessible via subways.

Neighborhood Safety: Major Felony Crimes

Brooklyn is divided into 23 New York Police Department (NYPD) Precincts. Seven major felony crimes (murder, rape, robbery, felony assault, burglary, grand larceny, and grand larceny of a motor vehicle) have steadily declined since the year 2000, dropping by almost 50% since then.

While auto thefts have recently trended upwards, violent crimes have recently fallen. These are committed most frequently in Brooklyn’s most vulnerable communities as it relates to public health, including East New York, Brownsville, Flatbush, Bedford-Stuyvesant, and Bushwick. Since 2000, major felony crimes have remained below median crime rates except in the 75th Precinct (East New York).

Neighborhood Safety: Perception

With the exception of Sunset Park, the perception of neighborhood safety is markedly higher in the western part of the borough than the eastern part, with residents of the southwestern corner of the borough self-reporting the highest perception of neighborhood safety.

FEEDBACK UPDATE

What we heard

- Discussion of flooding often focuses on storm surge, and it is unclear what the City is doing about areas that experience intermittent flooding outside of major storm events.
- There is a need for better communication about the City’s response to rat and vermin migration.
- What can be done to mitigate minor crimes in neighborhoods throughout Brooklyn?

Updates

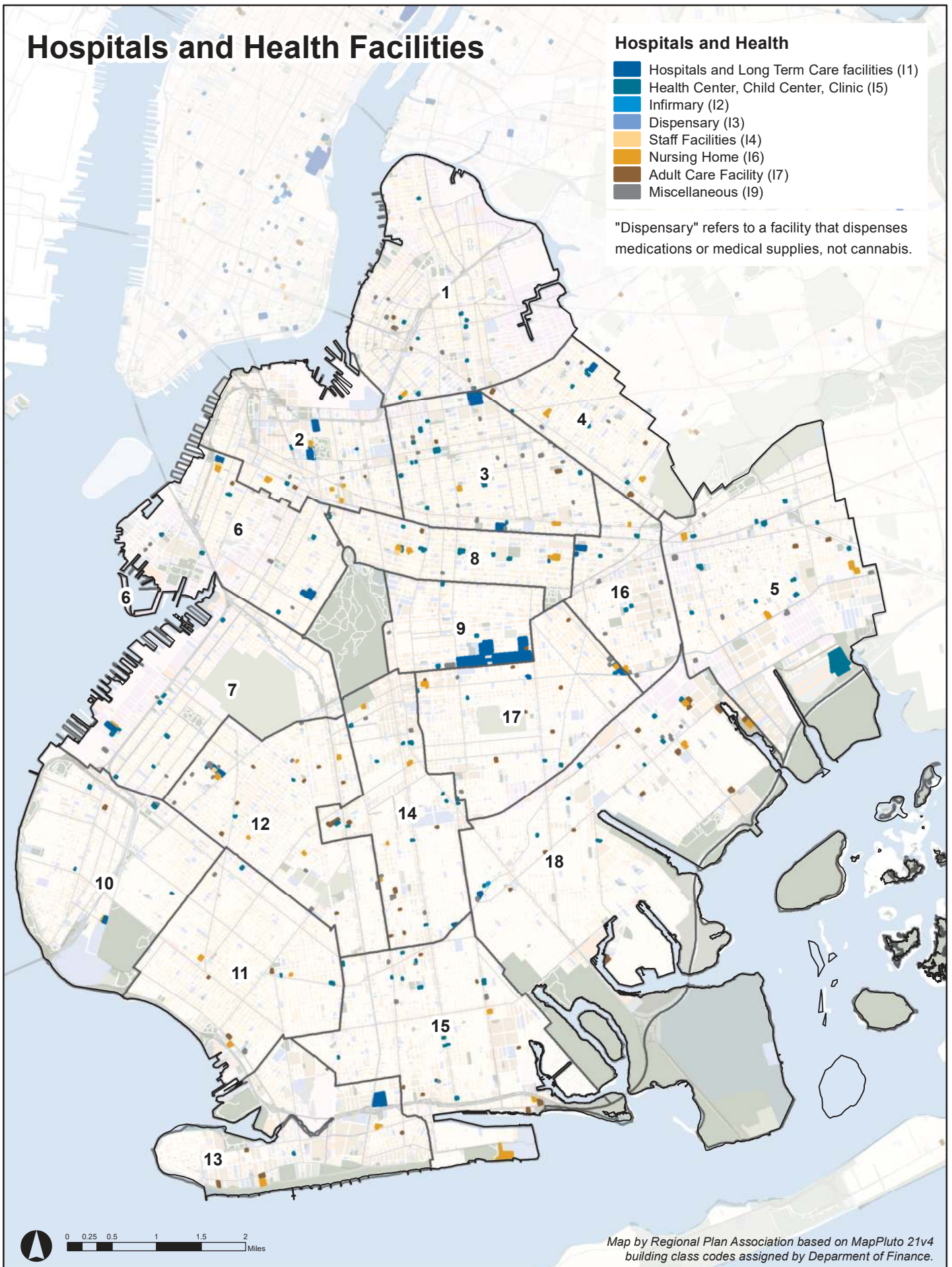
- Added Patient Satisfaction Rate by Hospital and Primary Care Physicians map.
- Moved Schools, Day Care & Pre-Kindergarten, and Perception of Neighborhood Safety up from Appendix.

Hospitals and Health Facilities

Hospitals and Health

- Hospitals and Long Term Care facilities (I1)
- Health Center, Child Center, Clinic (I5)
- Infirmary (I2)
- Dispensary (I3)
- Staff Facilities (I4)
- Nursing Home (I6)
- Adult Care Facility (I7)
- Miscellaneous (I9)

"Dispensary" refers to a facility that dispenses medications or medical supplies, not cannabis.

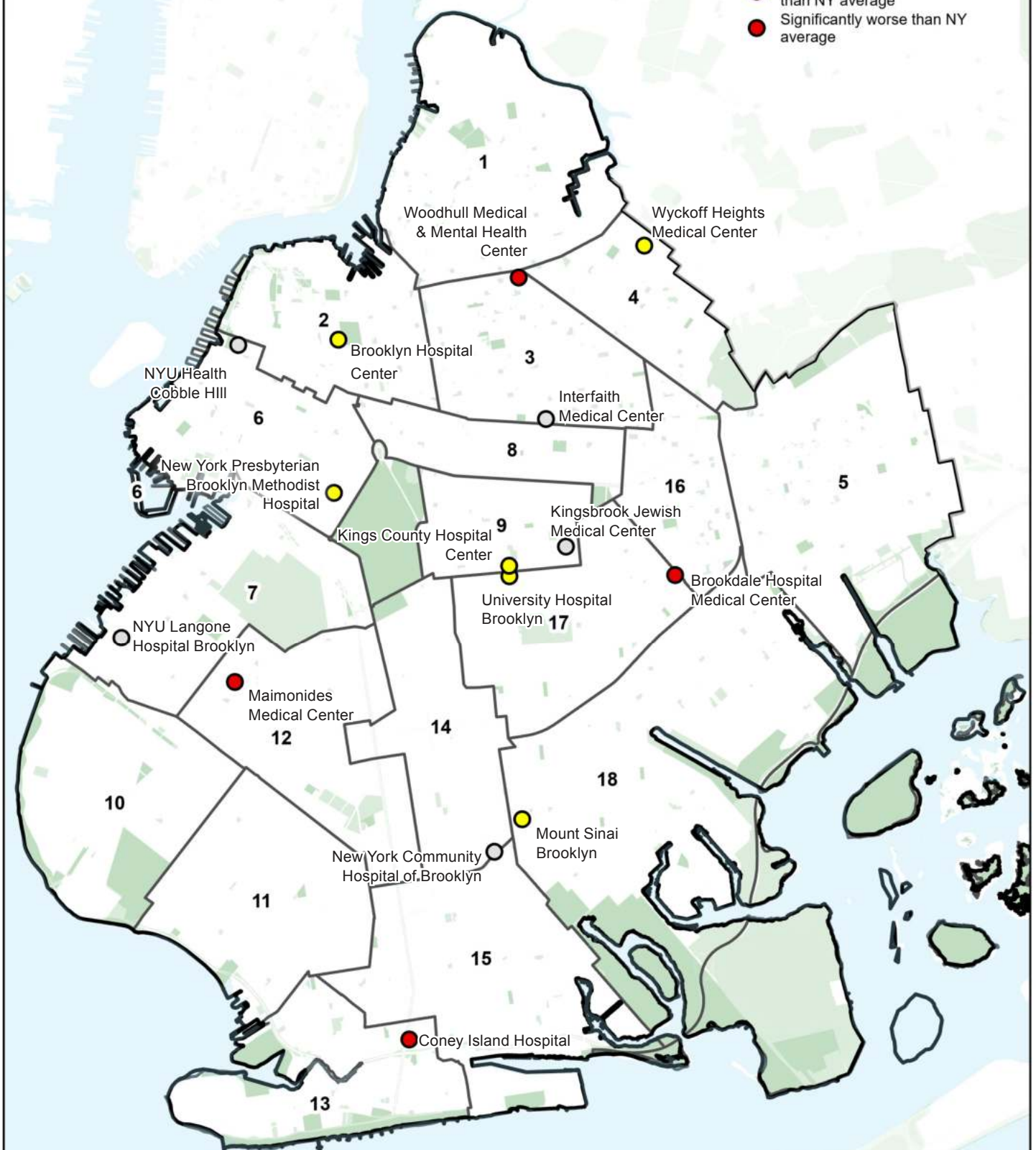


Map by Regional Plan Association based on MapPluto 21v4 building class codes assigned by Department of Finance.

Hospital Patient Satisfaction

Patient Satisfaction Rate

- Insufficient data
- Not significantly better or worse than NY average
- Significantly worse than NY average

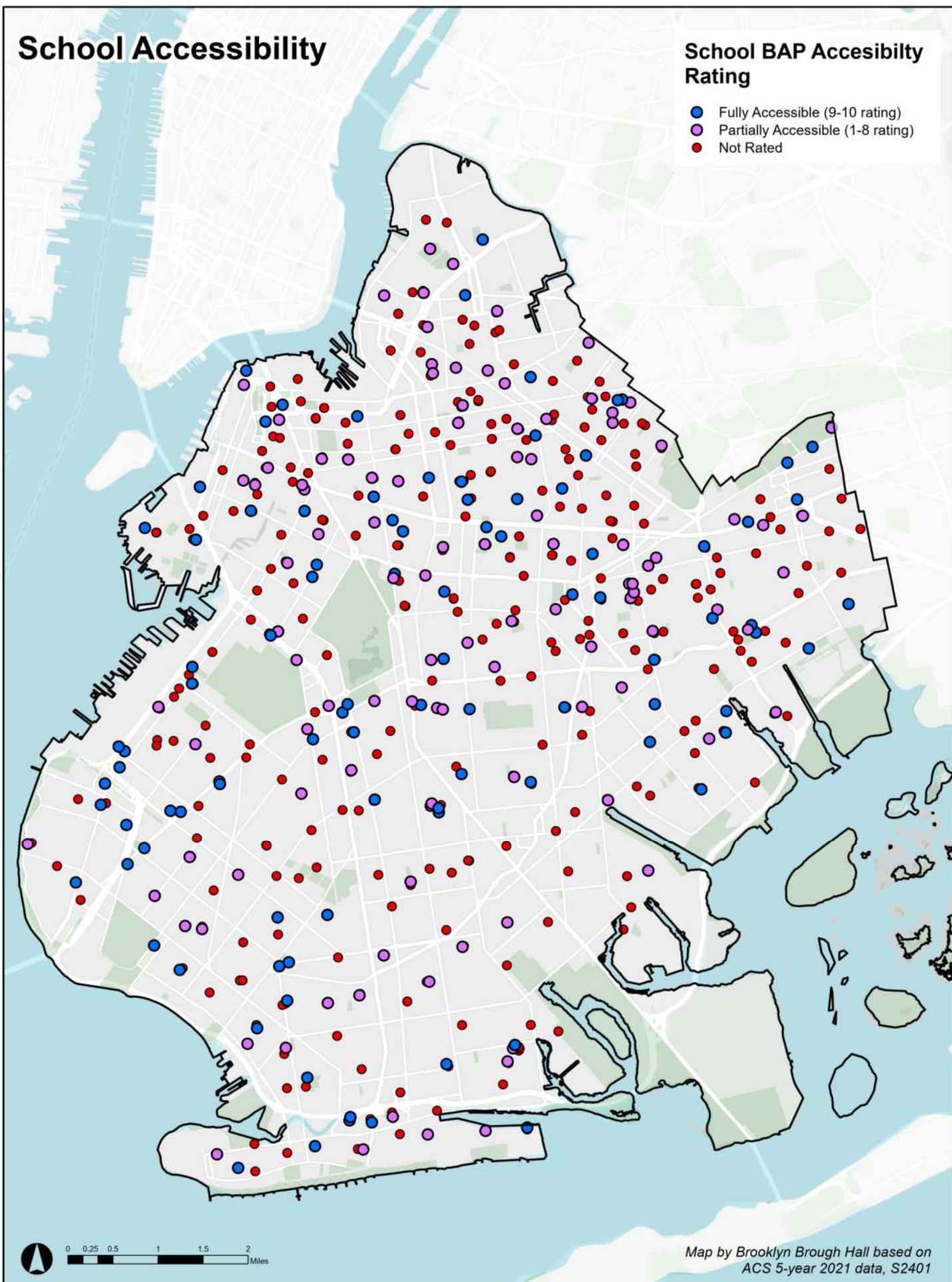


Map by Brooklyn Borough Hall based on NYS Department of Health Health Profiles, 2019.

School Accessibility

School BAP Accesibility Rating

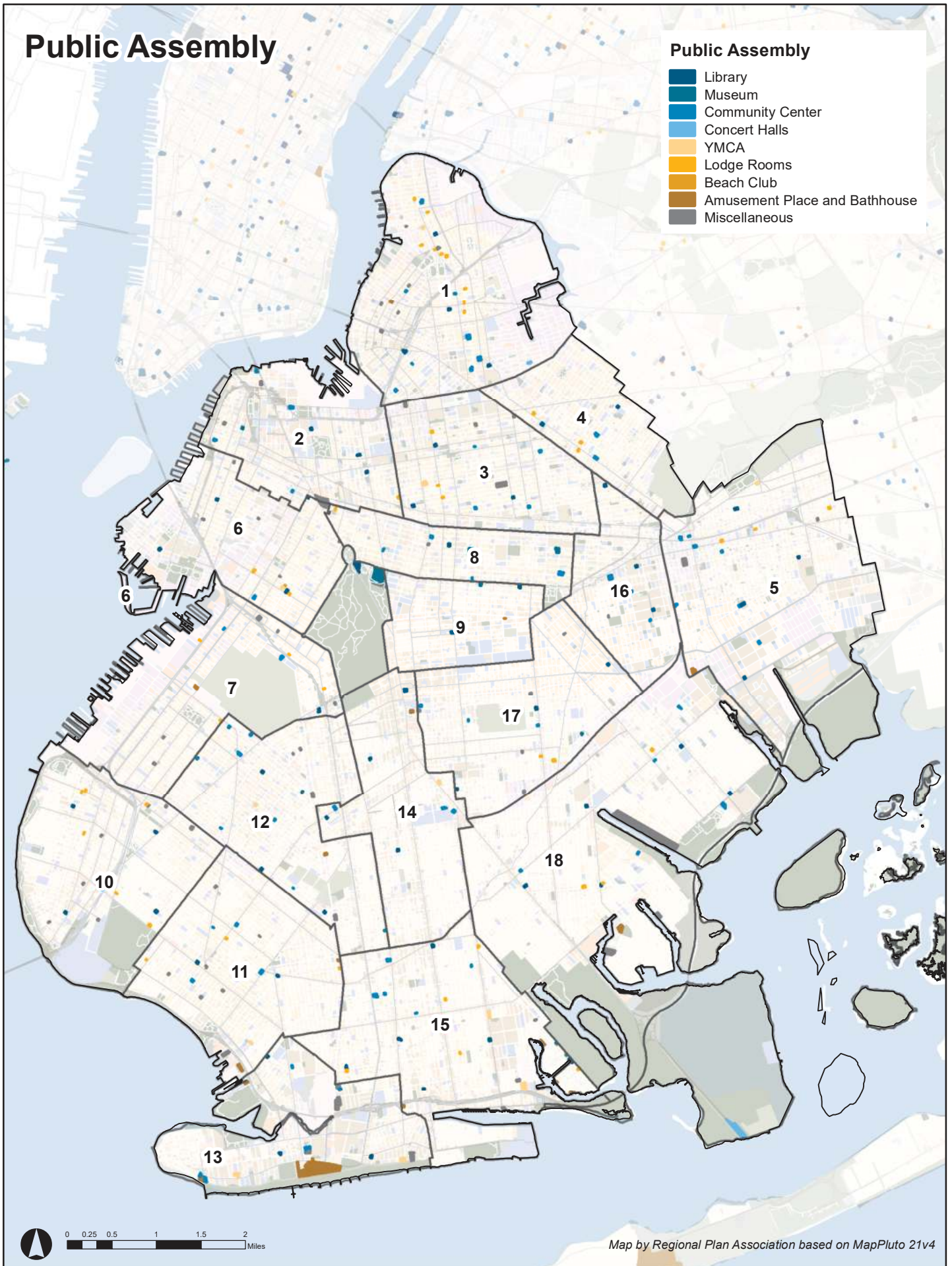
- Fully Accessible (9-10 rating)
- Partially Accessible (1-8 rating)
- Not Rated



Public Assembly

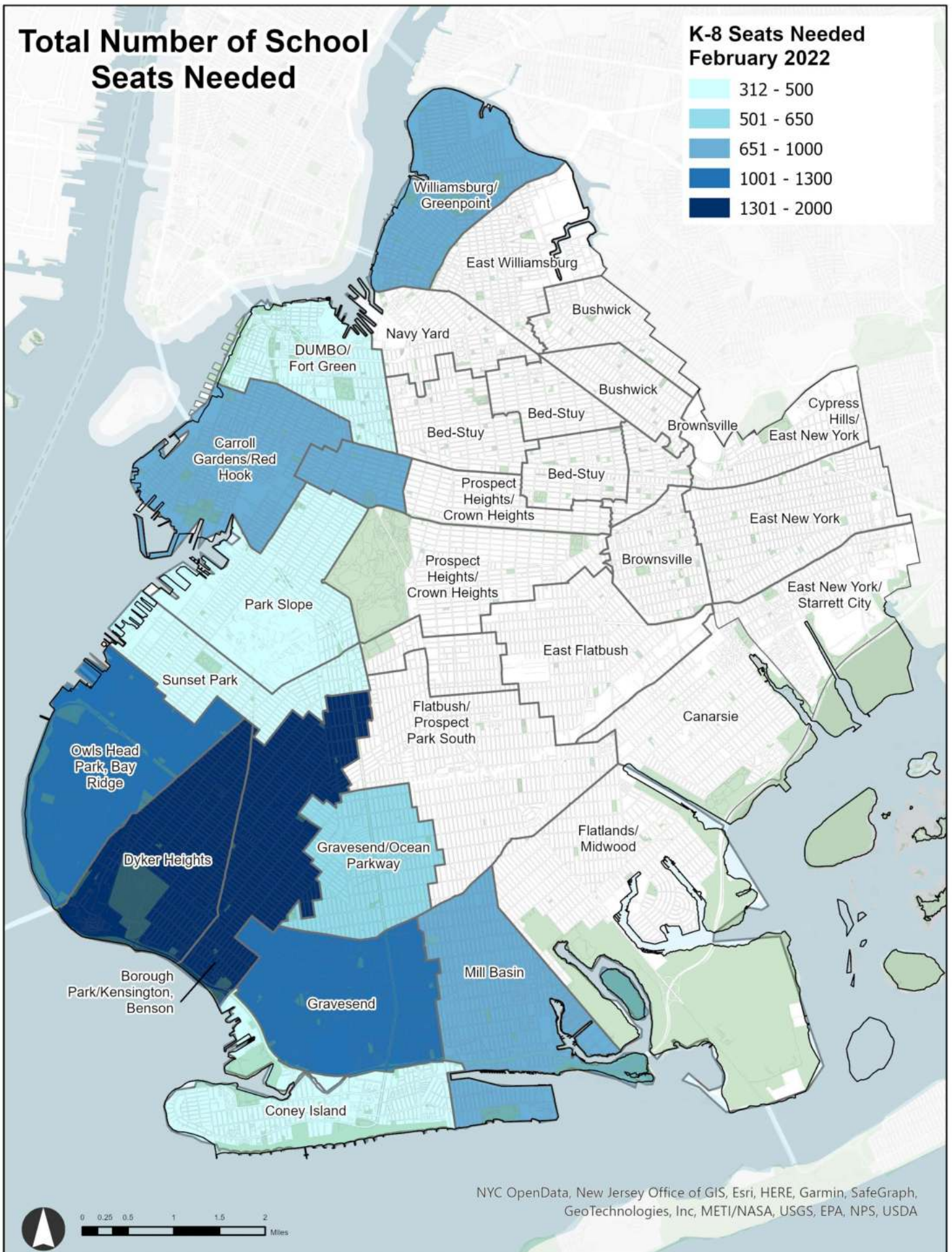
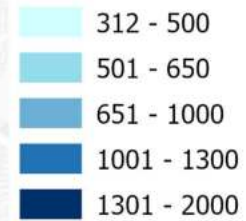
Public Assembly

- Library
- Museum
- Community Center
- Concert Halls
- YMCA
- Lodge Rooms
- Beach Club
- Amusement Place and Bathhouse
- Miscellaneous



Total Number of School Seats Needed

K-8 Seats Needed February 2022

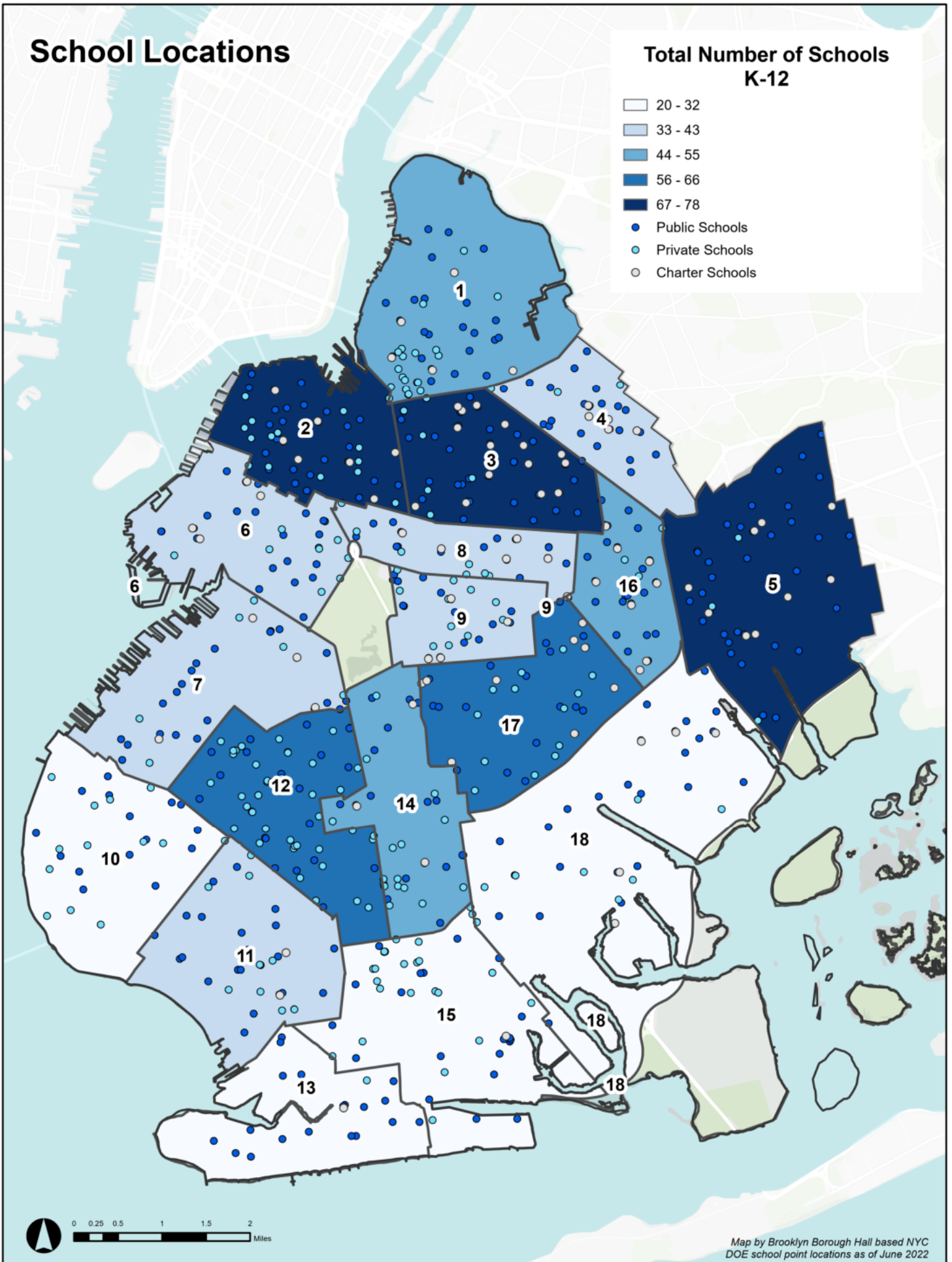


NYC OpenData, New Jersey Office of GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA

School Locations

Total Number of Schools K-12

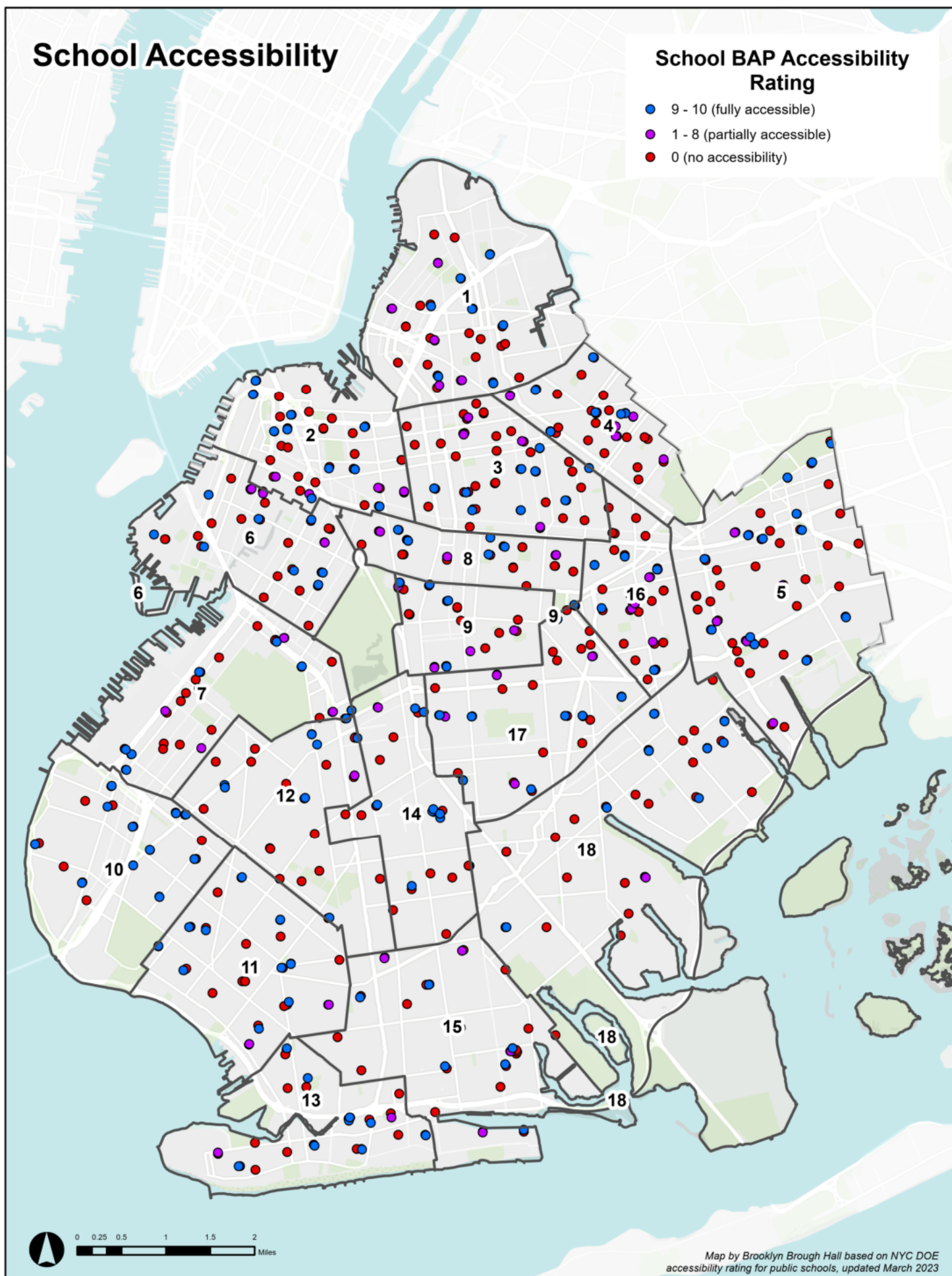
- 20 - 32
- 33 - 43
- 44 - 55
- 56 - 66
- 67 - 78
- Public Schools
- Private Schools
- Charter Schools



School Accessibility

School BAP Accessibility Rating

- 9 - 10 (fully accessible)
- 1 - 8 (partially accessible)
- 0 (no accessibility)



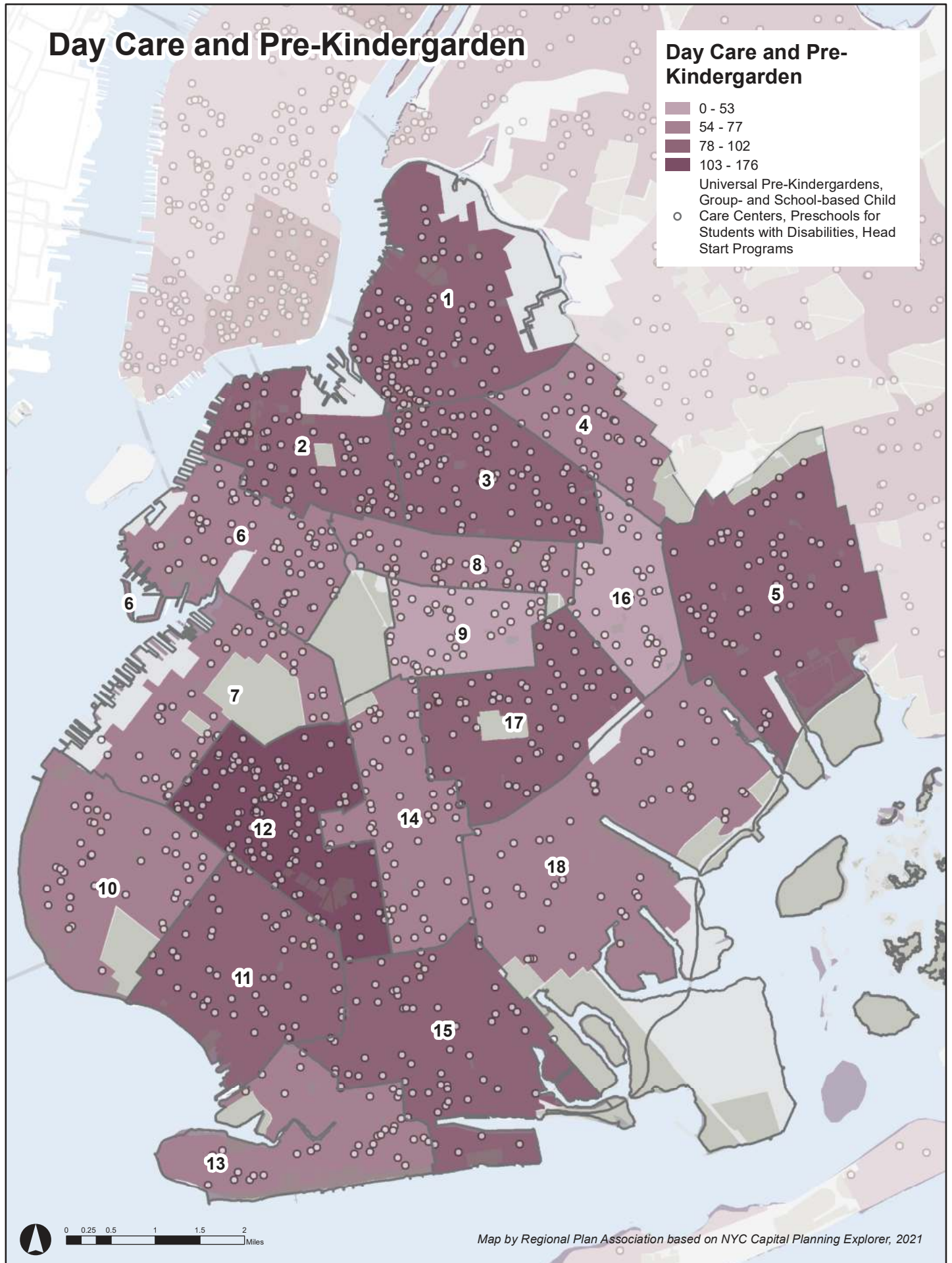
Map by Brooklyn Borough Hall based on NYC DOE accessibility rating for public schools, updated March 2023

Day Care and Pre-Kindergarden

Day Care and Pre-Kindergarden

- 0 - 53
- 54 - 77
- 78 - 102
- 103 - 176

Universal Pre-Kindergartens,
Group- and School-based Child
Care Centers, Preschools for
Students with Disabilities, Head
Start Programs



Map by Regional Plan Association based on NYC Capital Planning Explorer, 2021

Libraries and Cultural Programs

Libraries and Cultural Programs

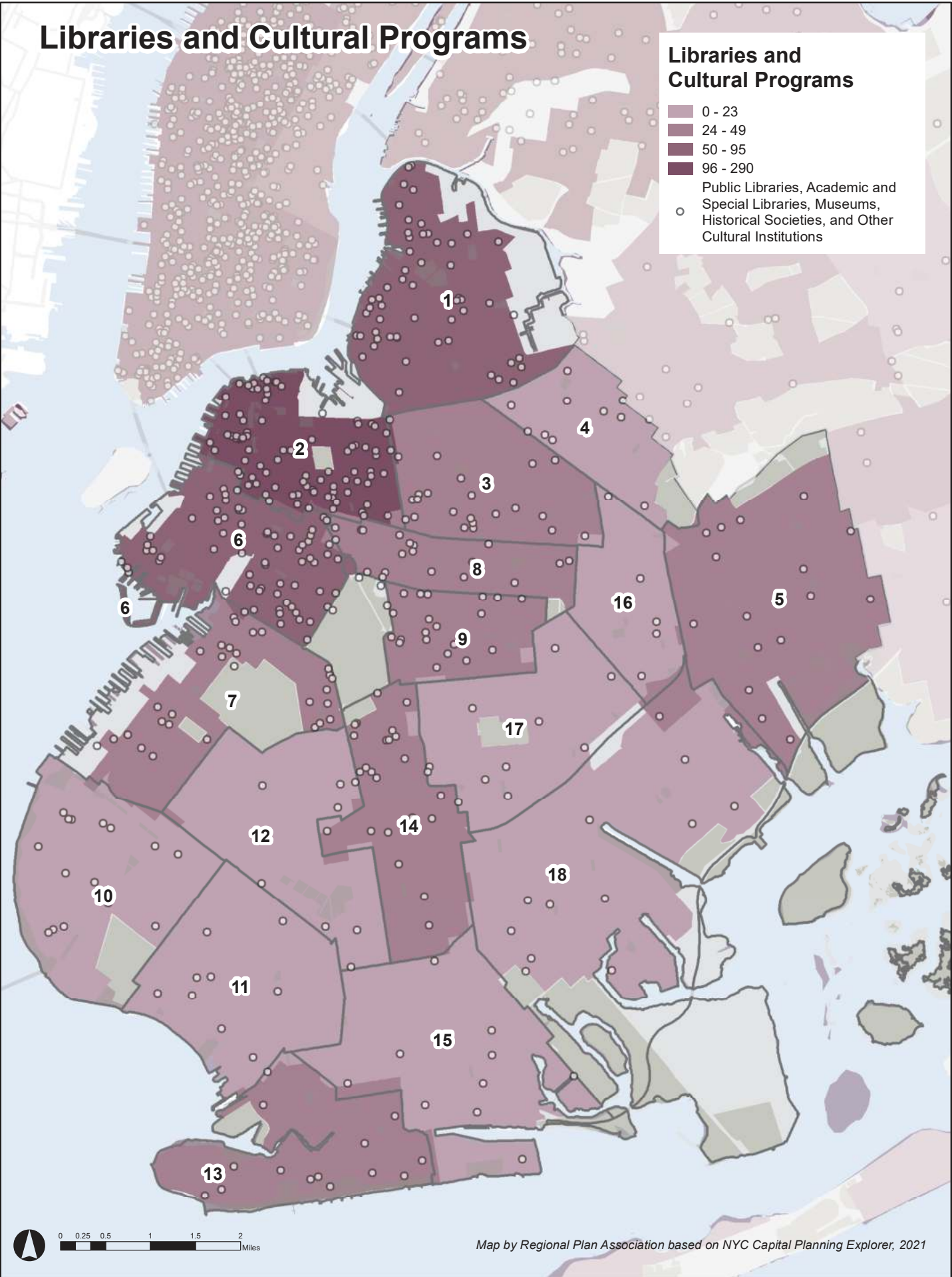
0 - 23

24 - 49

50 - 95

96 - 290

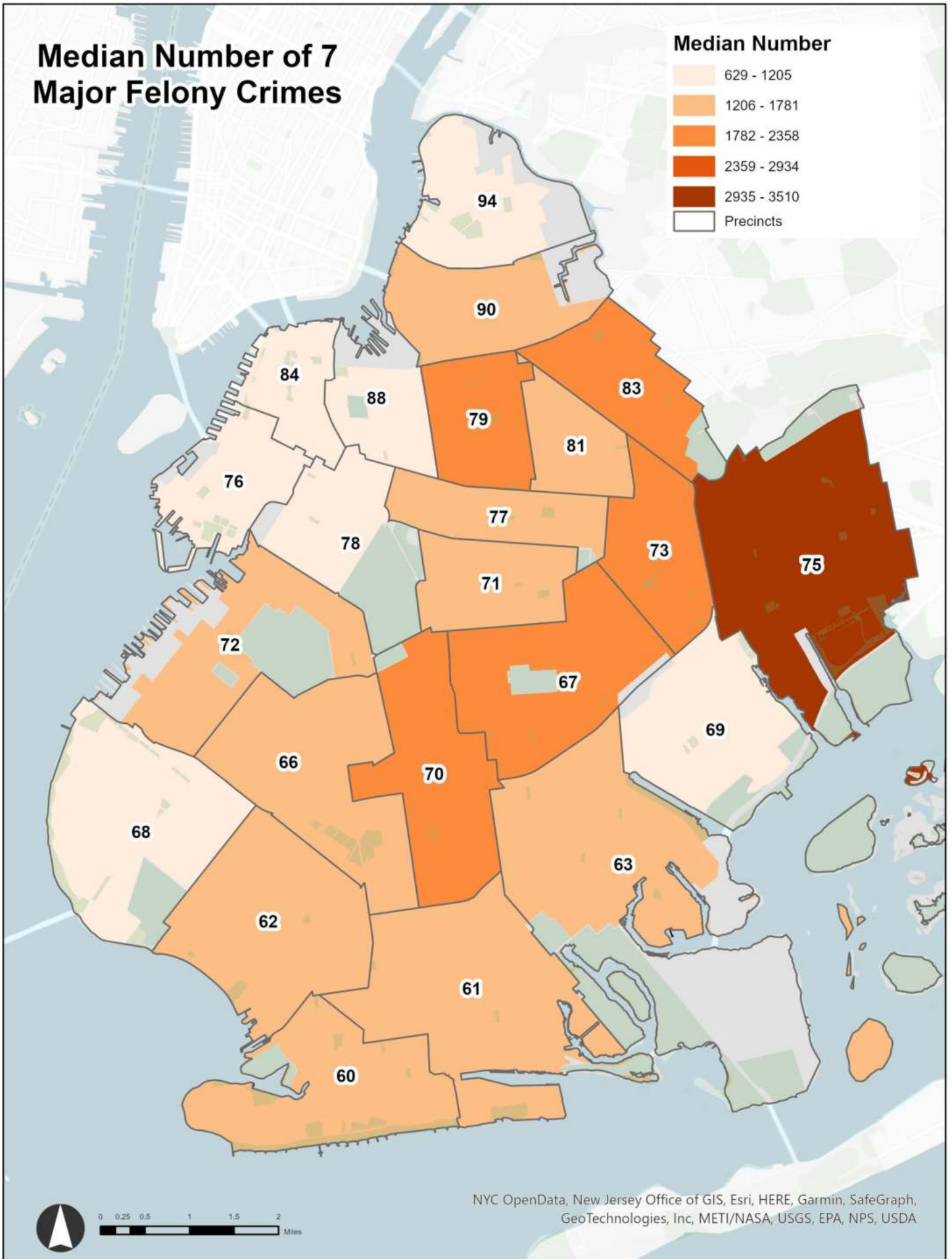
Public Libraries, Academic and Special Libraries, Museums, Historical Societies, and Other Cultural Institutions



Map by Regional Plan Association based on NYC Capital Planning Explorer, 2021

Median Number of 7 Major Felony Crimes

Median Number

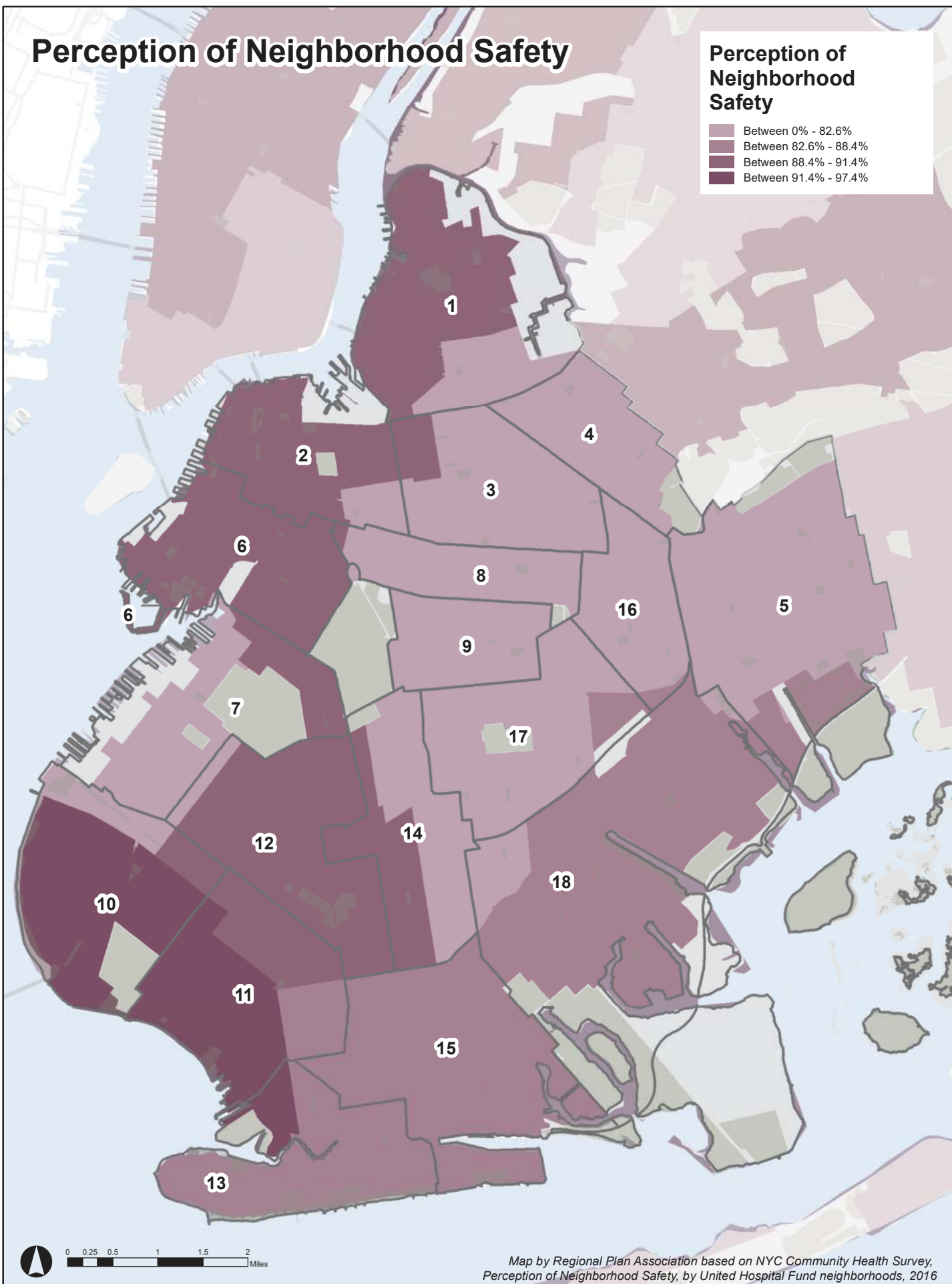


NYC OpenData, New Jersey Office of GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA

Perception of Neighborhood Safety

Perception of Neighborhood Safety

- Between 0% - 82.6%
- Between 82.6% - 88.4%
- Between 88.4% - 91.4%
- Between 91.4% - 97.4%



RECOMMENDATIONS



Powers of the Brooklyn Borough President

The Brooklyn Comprehensive Plan is a vision for a healthier, more equitable Brooklyn, but there are limitations to what the Borough President’s Office can implement directly. The Plan categorizes its recommendations into four types of actions that correspond to the Borough President’s responsibilities and powers: Advocacy, Land Use, Budget, and Outreach.

ADVOCACY



Legislation, delivery of City services, and implementation of projects

The Borough President has a role in legislation at the City level; although the Borough President does not vote on bills directly, he can sponsor and introduce legislation in partnership with the City Council. And as a voice for all of Brooklyn, the Borough President can use the position to advocate for legislation at the State and Federal levels.

This advocacy extends beyond legislation; the Borough President can also push for the equitable delivery of City services and public works projects. These issues come in all sizes, ranging from advocating for programming at a specific library branch to a corridor-wide reconstruction of the Brooklyn-Queens Expressway.

LAND USE



Public review of rezonings, special permits, and appointments to public boards

The Borough President has a hands-on role in land use decisions across the borough. This includes a Charter-mandated role to issue recommendations on rezoning applications through the Uniform Land Use Review Procedure (ULURP), as well as the discretion to submit rezoning applications of his own and weigh in on non-ULURP changes such as changes to the City map, the siting of City facilities and office space, and applications to the Board of Standards and Appeals (BSA).

The land use recommendations in this report are intended to provide consistency, predictability, and accountability. These recommendations will be a reference for ULURP applicants, community boards, the City Planning Commission, and City Council to know what to expect from ULURP recommendations issued by the Brooklyn Borough President’s Office.

BUDGET



Direct allocation of BBPO funds, applying for State, Federal, and grant funding, and advocating for allocations in the City budget.

Per the City Charter, Borough Presidents may propose modifications to the Mayor’s Preliminary and Executive Budgets. The Brooklyn Borough President also has an allotment of both capital and expense funds to allocate through grants. These funds can be directed either to City-sponsored projects in need of additional funding, or to non-profit organizations that run programming that directly supports the borough’s residents. Finally, the Brooklyn Borough President plays a role in the allocation of State economic development funds as an ex officio member of the New York State Regional Economic Development Council for New York City.

OUTREACH



Constituent affairs, communications, programming, and events

The Borough President’s Office helps connect Brooklynites to existing services, programs, and information through constituent affairs, events, media, and programming across the borough.

The recommendations in this chapter are organized into seven goals related to Health, Housing, Environment, Active Living and Transit, Community Services, Jobs, and Accessibility, and further into 23 objectives toward achieving these goals. Each objective is also labeled with at least one corresponding Framework, which is elaborated on in the following chapter.

The frameworks are:

- Housing Growth & Parking Demand Management
- Healthy Streets & Environment
- Health & Wellness Economy
- Resilient Infrastructure & Jobs

Goals, Objectives, and Recommendations

GOAL: HEALTHCARE


Increase access to quality, affordable health care and preventative services


Objective 1.1: Reduce health care costs


Health & Wellness Economy


Recommendations:


1.1.1 Expand Neighborhood Health Centers and Health Action Centers in areas with a high concentration of uninsured and underinsured populations.


 a) Advocate for increased investment in the Health Action Center model, which co-locates partners that offer specialized medical services and social services aligned with needs highlighted in the NYC Department of Health and Mental Hygiene (DOHMH)'s Community Health Profiles.

 b) Explore allocating capital funding for needed facility upgrades.


 **1.1.2** Ensure that the Mayor enacts the Office of Healthcare Accountability as required by Local Law 78 of 2023. Promote the office's website when it becomes active, which will provide transparency about cost of services at local hospitals.


 **1.1.3** Advocate for City-run health task forces to include community-based health workers.

 **1.1.4** Explore funding organizations, clinics, and local hospitals to offer preventative health work in conjunction with medical care in community facilities and through mobile services, in order to identify potential health issues early or prevent them altogether.

 **1.1.5** Support efforts to expand NYC and NYS health coverage programs. Encourage education and awareness through GetCoveredNYC, the City's healthcare enrollment campaign, and NYC Care, NYC's no to low-cost health coverage program for the uninsured and underinsured.

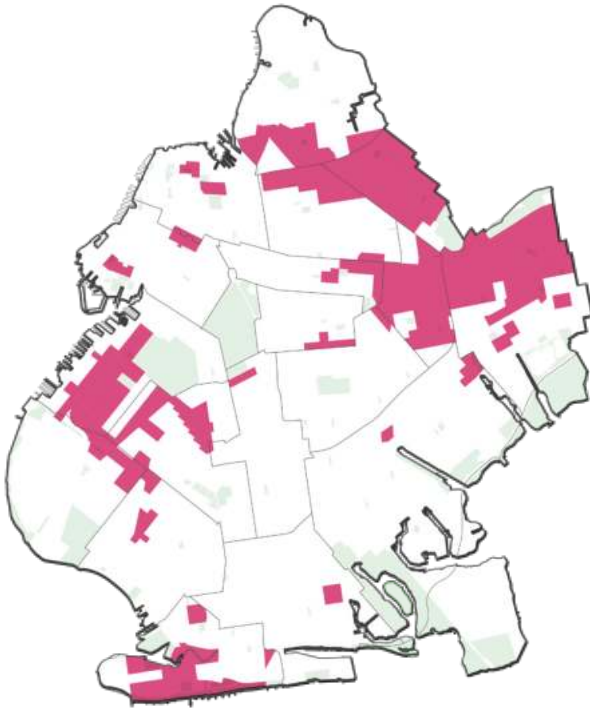
 **1.1.6** Support baselined City funding for programs that provide wraparound legal, advocacy, and health services for individuals who are currently uninsured due to immigration status.

 **1.1.7** Explore funding nonprofit organizations that administer social service programs to help uninsured New Yorkers negotiate and lower healthcare bills.

 **1.1.8** Advocate for implementation of New York's Nurse Staffing Law across all hospitals. This law mandates safe patient-to-nurse staffing ratios (1 nurse to 4 patients).

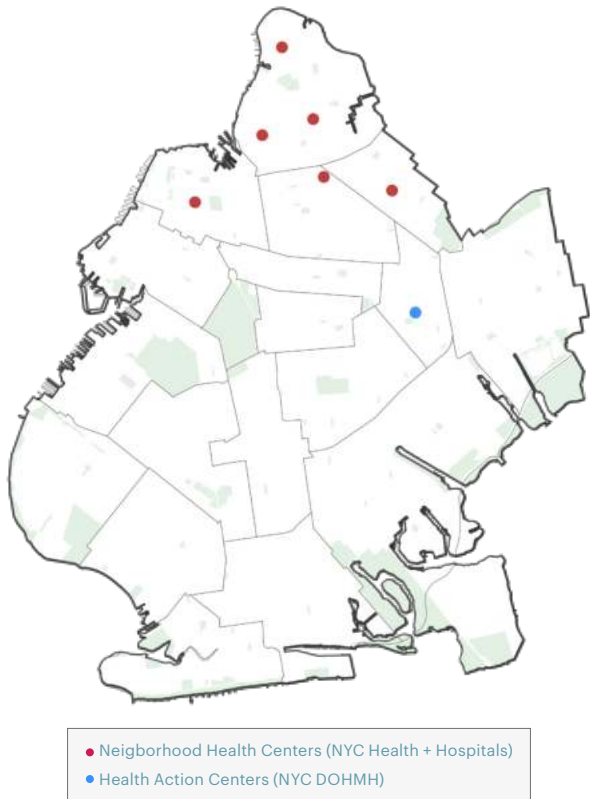
High nurse-to-patient ratios are statistically correlated to a 7% increase in hospital mortality for each additional patient, caused by unattended infections, cardiac arrest, and readmission that increase treatment costs. Safe staffing ratios also mitigate stress, anxiety, and burnout, reducing turnover and improving cost savings for recruitment and training that often total \$82,000 to \$88,000 per new hire.

High Rates of No Health Insurance



Census tracts where over 20% of residents lack health insurance.
(CDC 500 Cities Project, 2017.)

Existing Neighborhood Health Centers and Health Action Centers



● Neighborhood Health Centers (NYC Health + Hospitals)
● Health Action Centers (NYC DOHMH)

Existing Neighborhood Health Centers (NYC Health and Hospitals, 2023) and
Health Action Centers (NYC DOHMH, 2023)

Objective 1.2: Remove barriers to health care

Health & Wellness Economy

Recommendations:

1.2.1 Ensure Brooklynites live within a half-mile of a quality health care facility.



a) Encourage the administration to first fund and support existing facilities that communities trust first. If new needs are identified, encourage developers to site new healthcare facilities in mixed-use development projects.



b) Increase access to Neighborhood Health Centers and Federally-Qualified Health Centers (FQHCs) in neighborhoods with low life expectancy and high uninsurance and underinsurance rates.



c) Increase transportation access to critical safety net health care facilities by supporting the proposed Interborough Express (IBX) and advocating for further improvements to the B46-SBS bus line along Utica Avenue.



d) Encourage property owners to site pharmacies, healthy food supermarkets, and senior or supportive housing units proximate to hospitals.



1.2.2 Support baselined City funding for existing and new school-based health clinics.



1.2.3 Explore funding community-based organizations to conduct multilingual public outreach campaigns to encourage eligible NYC residents to sign up for marketplace health insurance, and encourage those who do not qualify for marketplace insurance or find it unaffordable to sign up for NYC Care.



1.2.4 Advocate for the State to require all providers and institutional care team members to receive adequate training in recognizing implicit bias, providing culturally competent care, understanding ADA-accessibility guidelines, and mental health first aid. Support professional programs to increase linguistic, cultural, and demographic representation among communities of color in healthcare and other related fields.



1.2.5 Support increased access to and expanded insurance coverage for visiting nurse and physician services for homebound patients.



1.2.6 Encourage healthcare facilities to create and implement a continuum-of-care model that integrates preventative care; medical, emergency and chronic disease care; rehabilitative, long-term care; and social services throughout an individual's lifetime.

Hospitals and Transit Opportunities



Bolstering key bus routes and the proposed Interborough Express (IBX) present opportunities to provide better transit to Brooklyn's hospitals.

School-based Health Clinics



School-based health clinics as of 2023 (NYC DOE, 2023)

Objective 1.3: Reduce complications related to childbirth

Health & Wellness Economy

Recommendations:

1.3.1 Work with all levels of government to increase transparency about maternal health indicators and make related data public and disaggregated across communities, including rates of c-section, episiotomies, breastfeeding uptake, and attending care team during childbirth. Work with State partners to require that hospitals report maternal health indicators in the NYS Hospital Maternity Information Database.

1.3.2 Amplify the Brooklyn Borough President's maternal health education and awareness campaign across Brooklyn. Led by expert professionals on his Maternal Health Taskforce, the campaign features a **maternal health guide** that provides information on preparing for a safe and healthy pregnancy, caring for emotional well-being, building a pregnancy care team, advocacy for one's own healthcare rights, and navigating the post-partum journey.

1.3.3 Create partnerships between higher education and medical institutions in Brooklyn to initiate career pathways related to improving quality birthing experiences. Encourage the administration to provide baselined funding to increase workforce representation for midwives, doulas, and mental health practitioners and diversify the healthcare workforce with childbirth education and expertise.

1.3.4 Continue to provide capital funding for existing and new birthing centers and facilities.

1.3.5 Connect expecting mothers to financial, food, and childcare resources, particularly within low-income communities.

a) Conduct a citywide campaign regarding eligibility for the Special Supplemental Nutrition Program for Women, Infants, and Children (WIC).

b) Work with developers to locate WIC offices in or near all local public hospitals and in neighborhoods with highest rates of low birth weight.

1.3.6 Advocate for hospitals to provide tailored, linguistically and culturally competent mental health and substance use recovery support to birthing people during pregnancy and after childbirth. Encourage the administration to fund at least one maternal health psychologist to work within the maternal health departments of each local NYC Health and Hospitals (H+H) hospital.

1.3.7 Encourage DOHMH to develop coordinated infrastructure for cross-referrals between community-based organizations that support maternal health. This system would streamline referrals and track clients who may be accessing a variety of services, to ensure they receive quality and comprehensive care.

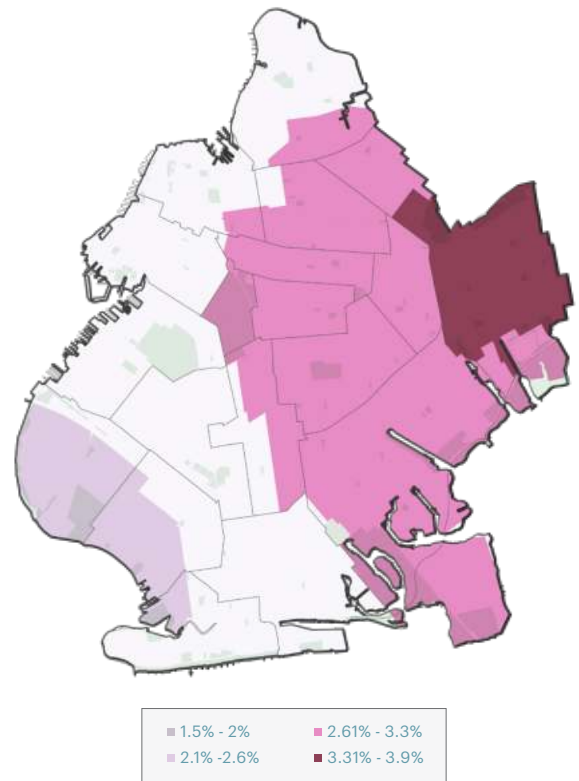
1.3.8 Advocate for the City to provide baselined funding to increase access to mental health services and financial support for unhoused pregnant people and new parents living in the shelter system.

Led by expert professionals on the BP's Maternal Health Taskforce, BBPO's maternal health campaign features a guide that provides information on preparing for a safe and healthy pregnancy, caring for emotional well-being, building a pregnancy care team, advocating for one's own healthcare rights, and navigating the post-partum journey.

Find more info at:

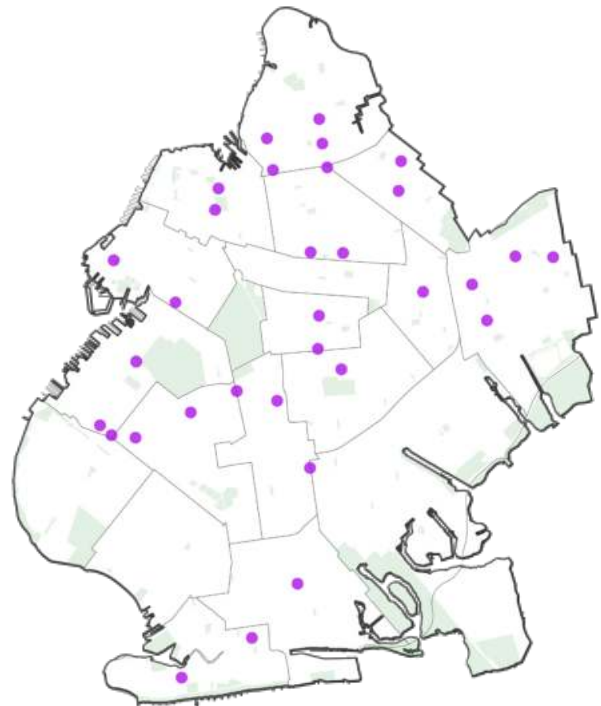
www.brooklynbp.nyc.gov/healthypregnancy/

Low birthweight at full term



Low birthweight is defined as less than 5 lbs, 8 oz at full term. Mapped by United Hospital Fund (UHF) neighborhood. (NYC DOHMH, 2013)

Locations Providing WIC Services



Locations offering services through the Special Supplemental Nutrition Program for Women, Infants, and Children (WIC). (NYS DOH, 2023)

Objective 1.4: Address violence and its public health impacts

Housing Growth & Parking Demand Management

Healthy Streets & Environment

Health & Wellness Economy

Recommendations:

1.4.1 Expand social services and community-based programs.

a) Work with the administration to expand the City's Crisis Management System to support Cure Violence organizations, especially those that host youth prevention programs, teen Relationship Abuse Prevention Programs (RAPP), and Hospital-Based Violence Intervention Programs (HVIPs).

b) Support expansion of pilot programs such as the Brownsville Safety Alliance, in which NYPD and the District Attorney's Office defer to local organizations on how to combat low-level crime in their community.

c) Fund training programs in community mental health and de-escalation, as well as initiatives that increase public awareness about the consequences of violence, promoting empathy, tolerance, and non-violent communication through school curricula, community campaigns, and media initiatives.

d) Encourage the administration to increase baseline funding for support services including medical care, counseling, legal assistance, and advocacy for victims of violence. Empowering survivors and addressing their specific needs is crucial for their recovery and preventing future violence.

e) Reduce incarceration by advocating for increased funding for Alternatives to Incarceration programs, as well as the programs and staff needed to reduce the time between arrest and trial, such as the Center for Justice Innovation's pilot program that significantly reduced felony case delays in Brooklyn.

1.4.2 Support community facility uses that increase access to affordable behavioral health, substance use, and interpersonal violence support. Encourage NYCHA to prioritize reopening community centers that are closed due to needed repairs or a lack of program providers.

1.4.3 Fund community-based organizations that address the social determinants leading to adverse health outcomes, including lack of quality education, housing, jobs, economic stability, and social cohesion.

1.4.4 Work with the Office of the Brooklyn District Attorney to provide more gun buyback programs in Brooklyn.

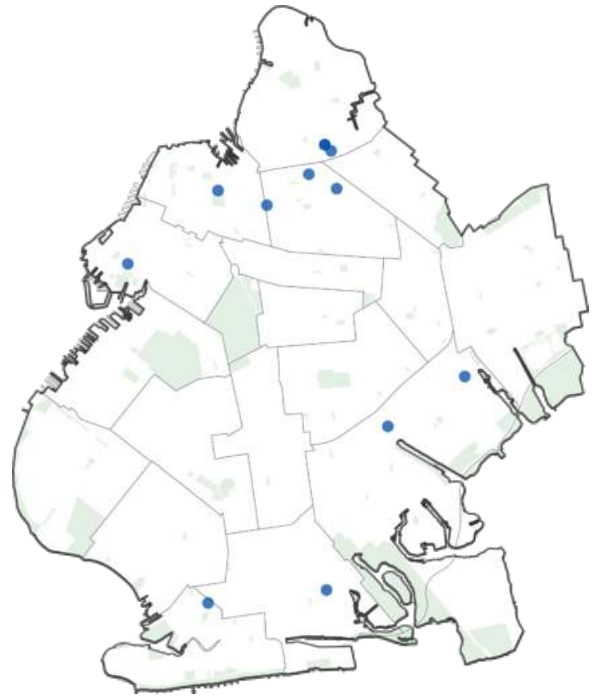
1.4.5 Work with the Department of Transportation and developers to add adequate lighting to streets to increase safety.

1.4.6 Support efforts to hold landlords accountable for warehousing vacant commercial spaces to encourage foot traffic and safety.

1.4.7 Support baselined funding for Department of Education (DOE)-based initiatives such as Project Pivot, which offers students resources such as counseling, mentoring, and programs including sports, recreation, and arts. Ensure that such intervention programs and strategies are evidence-based, and that parents are aware of these opportunities.

1.4.8 Advocate for expansion of restorative justice programs and services to all schools, as well as training for educators and staff in restorative justice practices.

NYCHA Community Centers with Delayed Repairs



(NYCHA Capital Projects Tracker, 2023)

Objective 1.5: Expand programs that provide support for behavioral health issues and substance use disorders

Health & Wellness Economy

Recommendations:



1.5.1 Explore providing funding for:

- a) community-based organizations working to reduce stigmas around mental and behavioral health and connect Brooklynites to treatment options;
- b) programs that provide mental health support for those working in healthcare, education and youth services, and violence interruption;
- c) partner organizations to conduct public outreach campaigns on mental health services offered through NYC Care; and
- d) mental health first aid training programs for staff of community-based organizations.



1.5.2 Urge the administration to create a more seamless referral system from NYC Well and Crime Victim Advocates hotlines to tailored, long-term, community-based affordable mental health care options.



1.5.3 Create and promote a directory of mental health provider organizations to uplift available care options.



1.5.4 Advocate for expansion of school-based mental health clinics to schools across the borough with emphasis on communities where data supports the highest need.

GOAL 2: HOUSING

Increase access to safe and healthy affordable housing

Objective 2.1: Develop new affordable housing in keeping with fair housing principles, especially in areas where housing production has not kept pace with population growth

Housing Growth & Parking Demand Management

Recommendations:

2.1.1 Evaluate land use proposals through a fair housing lens, encouraging all parts of the borough to contribute their fair share.



- a) The Borough President will consider re-filing applications that he supported but the developer withdrew before the approvals process was completed.



- b) Support proposed increases in density in areas where housing production is lagging. The Borough President will not support downzonings that restrict the potential for new housing production.



- c) Support the landmarking of individual properties that contribute to Brooklyn's diverse and important cultural heritage. Encourage the Department of City Planning (DCP) to conduct a review of existing historic districts and their impact on housing production.



- d) Encourage the Department of City Planning to amend Brooklyn's zoning districts to allow for multi-family housing in all residential zones.



2.1.2 In projects going through public review, work with applicants to explore adding more and deeper affordability than required by Mandatory Inclusionary Housing (MIH).



2.1.3 Advocate for increased Federal support and increased City capital funding for new affordable housing construction that is accessible to low-income New Yorkers. Support affordable housing construction with discretionary funding.



2.1.4 Analyze the development potential of vacant and underutilized City-owned property in Brooklyn and prioritize developable sites for affordable housing. Encourage mapping higher density zoning districts on public sites where multiple public purposes could be achieved.



2.1.5 Require 100% affordable housing in perpetuity when housing development receives City subsidies through an HPD term sheet.



2.1.6 Support mission-driven and faith-based projects that further affordable housing development with technical assistance and capital funding.



2.1.7 Support efforts to continue to build capacity of mission-driven non-profit and Minority and Women-Owned Business Enterprise (M/WBE) developers to receive City contracts. Encourage the administration to enforce its agencies' M/WBE commitments.



2.1.8 Support the development of more supportive housing, which provides permanent housing with on-site supportive services to people experiencing homelessness. Advocate for the administration to fill vacant supportive housing units quickly and efficiently using a "Housing First" model, which removes barriers to entry for street homeless to permanent housing.



2.1.9 Support zoning changes to allow Accessory Dwelling Units (ADUs), especially in areas currently zoned for low-density residential use.



2.1.10 Support efforts to hold property owners accountable for warehousing vacant land.

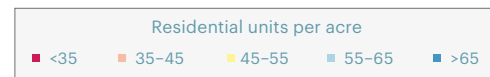
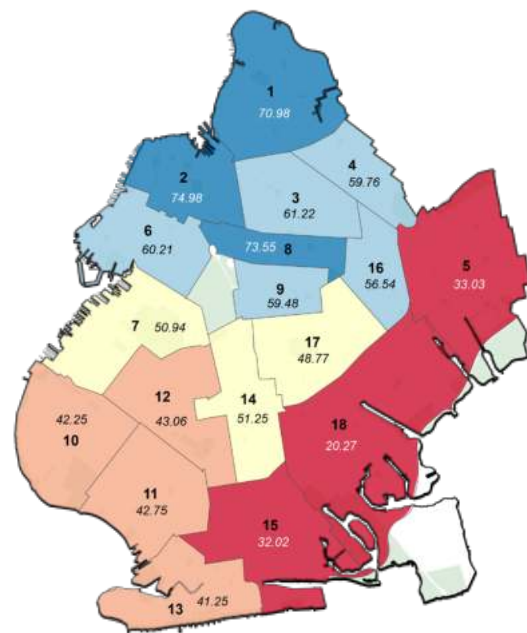


2.1.11 For projects requiring public approvals, request that developers have at least one public meeting before ULURP certification and require developers to work with local groups on marketing affordable housing units. Encourage developers of as-of-right projects to conduct outreach during their predevelopment process to neighboring properties, nearby neighborhood organizations, and the local community board.



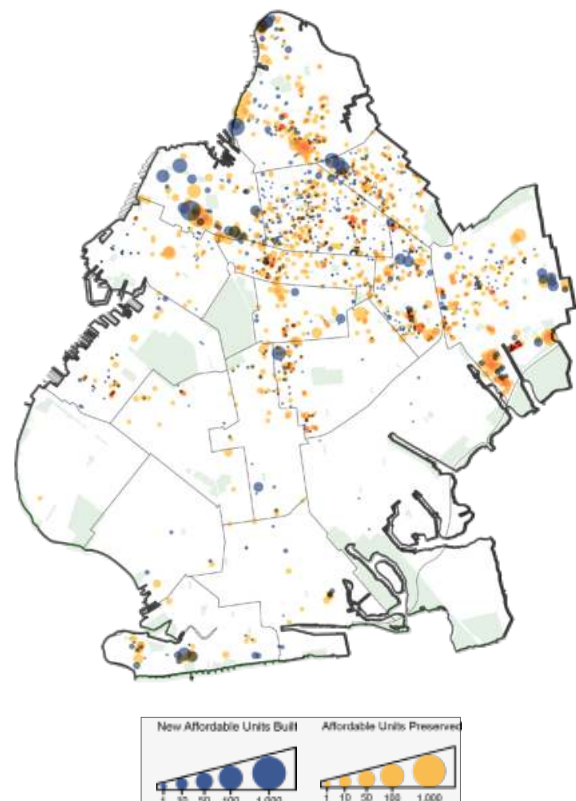
2.1.12 After a discretionary approval is granted, explore additional mechanisms to spur development to add housing supply, such as tax penalties or a sunset provision for zoning approval, if development does not commence within a set timeframe.

Residential Density



Residential units per acre of buildable land. "Buildable land" excludes open space, landmarks, military property, and Industrial Business Zones. (Analysis by BBPO based on NYC DCP MapLUTO 22v3)

Income-restricted Housing 2014-2021









Construction and preservation of income-restricted housing has been concentrated in the northern and central parts of the borough (HPD, 2023)

Objective 2.2: Support Transit-Oriented Development

Healthy Streets & Environment

Recommendations:

-  **2.2.1** Eliminate residential parking requirements across the whole borough.
-  **2.2.2** Proactively plan for higher manufacturing and residential densities around transit expansions, such as the proposed Interborough Express (IBX) and Select Bus Service (SBS)/express bus service on Utica and Flatlands Avenues.
-  **2.2.3** Prioritize transit-accessible locations when siting City services and public-facing City facilities through the Citywide Statement of Needs process.
-  **2.2.4** When reviewing projects near transit, encourage developers to use all allowable Floor Area Ratio (FAR) and seek parking waivers to maximize housing unit production.
-  **2.2.5** Support the development of more “missing middle” housing such, as three- and four-family homes in the upcoming City of Yes for Housing Opportunity initiative.
-  **2.2.6** Support new and existing community-led plans that add additional housing and jobs density and community facilities within a half-mile of transit.

Transit Opportunities



Bolstering existing SBS routes and building the proposed IBX and 3 train extensions would close gaps in the borough's transit network.

Objective 2.3: Preserve and improve government-regulated housing, including rent-regulated, income-restricted, and public housing; and protect homeowners from foreclosure

Housing Growth & Parking Demand Management

Recommendations:

-  **2.3.1** Encourage owners of multi-family properties to enter into or renew regulatory agreements to upgrade their properties while protecting existing tenants by keeping rents affordable.
-  **2.3.2** When rezoning proposals come to the Borough President's Office during the public review process, ask applicants to conduct outreach to other affected property owners (those who own property within the proposed rezoning area but are not the applicants) about potential changes to their property's underlying zoning and available preservation programs.
-  **2.3.3** Support expansion of social housing models such as community land trusts and limited equity co-ops, and support legislation that gives tenants the opportunity to purchase their buildings
-  **2.3.4** Advocate for full funding of NYCHA capital repair needs and increased staffing for maintenance and operations in public housing, and encourage the Comptroller to conduct more regular audits of NYCHA safety, maintenance, and repair practices.
-  **2.3.5** Work with technical assistance providers to educate public housing residents on their options for modernization based on 2022 State legislation. Residents will have the opportunity to vote on whether to 1) join the Permanent Affordability Commitment Together (PACT) program, which converts public housing to Project-based Section 8 in partnership with a private or non-profit developer selected based on resident input; 2) opt-in to NYCHA's Public Housing Preservation Trust, a State entity that issues bonds to fund building renovations; or 3) remain in the traditional Section 9 public housing program.
-  **2.3.6** Explore funding local organizations to educate owners of 1-4 family homes about their obligation to accept rental vouchers and encourage owners to attend landlord training classes. Advocate for increased funding for the NYC Commission on Human Rights to enforce voucher discrimination, and for the Human Resource Administration's Homelessness Prevention Unit to connect voucher holders to housing opportunities.
-  **2.3.7** Support tenants through continued support of the City's Right to Counsel program and State-level Good Cause Eviction legislation. Encourage the City Council to fully fund the Anti-Harassment and Tenant Protection Program and remove the program's requirement that actions against NYCHA must be referred by the Family Justice Centers, the Office of Civil Justice, or the NYC Human Resources Administration (HRA).
-  **2.3.8** Explore options to legalize basement apartments while allowing existing tenants to remain in their homes.
-  **2.3.9** Create a borough-wide Housing Task Force to convene agencies that enforce safe building conditions.
-  **2.3.10** Advocate for the creation of a Good Neighbor Tax Credit, which would provide tax incentives to owners of small, owner-occupied buildings who rent apartments to low-income tenants at below-market rate rents.
-  **2.3.11** Encourage the State to designate all of Brooklyn as a Cease & Desist Zone to protect against predatory real estate practices. Property owners should be given the option to opt-out of the program, rather than requiring them to opt-in.
-  **2.3.12** Help homeowners avoid foreclosure by increasing awareness of programs available through the NYC Department of Housing Preservation and Development and the Center for New York City Neighborhoods, such as the Homeowner Hub, the Landlord Ambassador Program, and Mortgage Assistance Program.
-  **2.3.13** Support legislation to end the tax lien sale and create options for affordable housing preservation in properties with municipal debt.

GOAL 3: ENVIRONMENTAL CONDITIONS


Reduce exposure to hazardous environmental conditions, including those exacerbated by climate change, that affect the most vulnerable Brooklynites

Objective 3.1: Improve indoor and outdoor air quality



Healthy Streets & Environment

Health & Wellness Economy


Recommendations:


 **3.2.1** Improve outdoor air quality through borough-wide mitigation strategies. The State Department of Environmental Conservation (DEC) is currently undertaking a Community Air Quality Monitoring project in Brooklyn. BBPO has convened a Community Advisory Group to work with DEC to develop substantive and implementable mitigation strategies based on the data collected and ongoing community-based monitoring efforts.

3.2.2 Expand tree cover to improve local air quality by:

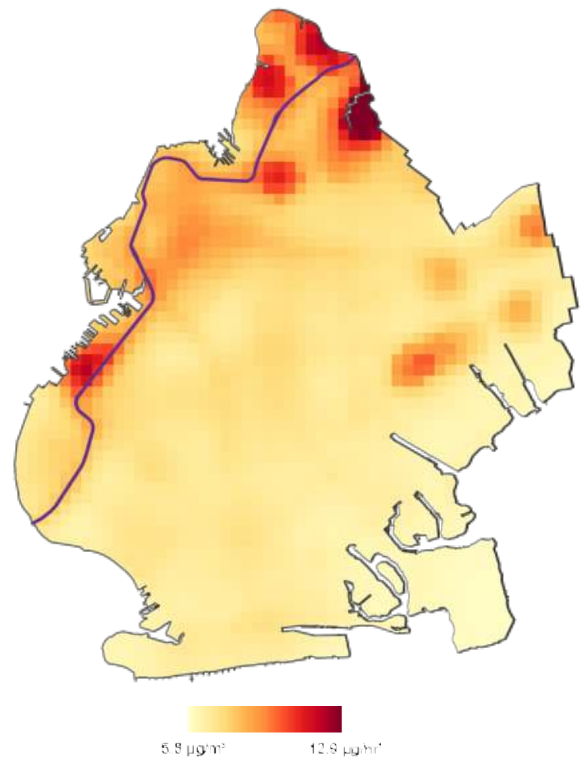
-  a) Working with the administration to create and fund a new Million Trees program to increase the tree canopy, especially in areas with high levels of air pollution.
-  b) Prioritizing capital funding and project implementation for parks upgrades, new street trees, and existing street tree maintenance in areas of high heat vulnerability.

 **3.2.3** Promote the Department of Environmental Protection's Citizens Air Complaint Program to encourage more enforcement of vehicle idling regulations.

 **3.2.4** Support legislation that will require the Department of Health and Mental Hygiene to set indoor air quality standards and conduct real-time air quality monitoring in schools and City-owned buildings, and create pilot programs to monitor indoor air quality in private commercial and residential buildings.

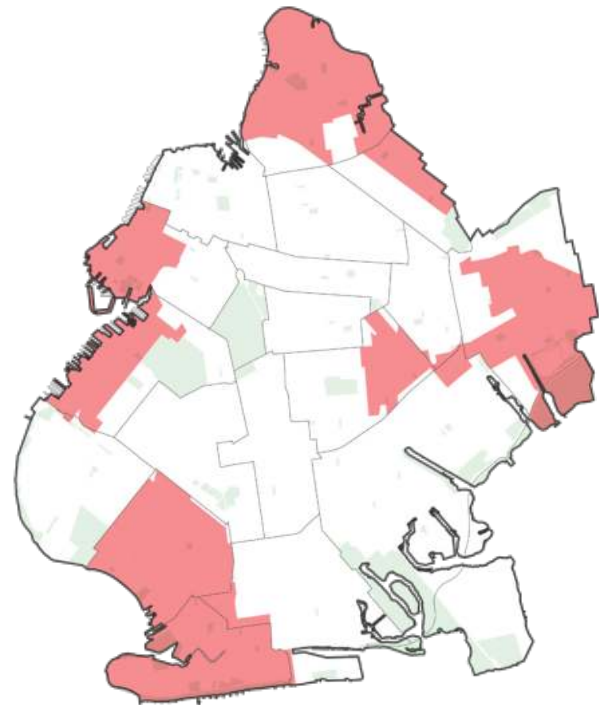
 **3.2.5** Support regularly scheduled Integrated Pest Management and more efficient response to tenant complaints regarding health hazards in public housing. Require City agencies to conduct outreach to private landlords to increase awareness of their maintenance obligations under the Housing Maintenance Code.

Air Pollution: PM_{2.5}



Higher rates of fine particulate matter (PM_{2.5}) are located along the BQE corridor and industrial areas of the borough such as Newtown Creek. (NYC DOHMH, 2023)

High priority areas for tree canopy growth



Areas with the lowest tree canopy coverage in the borough, with less than 15% of land area covered by tree canopy. (NYC OTI, 2017)

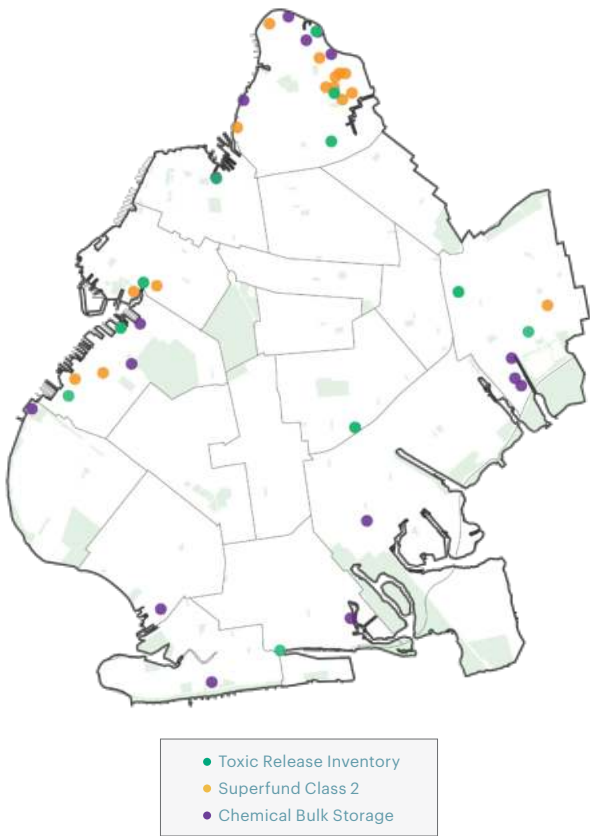
Objective 3.2: Complete remediation of toxic sites in the borough

- Healthy Streets & Environment
- Resilient Infrastructure & Jobs

Recommendations:

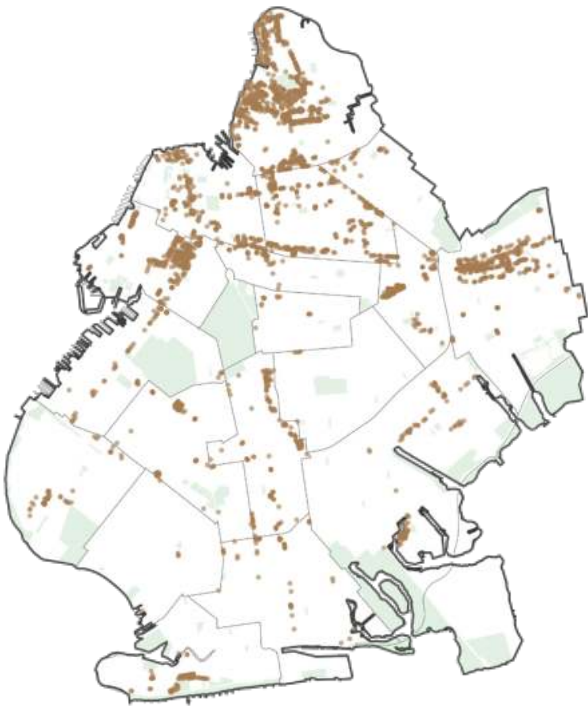
- 3.2.1** Prioritize the completion of Brownfield and Superfund cleanups near the Army Corps of Engineers’ NY & NJ Harbor & Tributaries Focus Area Feasibility Study (HATS) proposed flood mitigation sites. This project proposes a series of storm surge gates and miles of coastal barriers to protect communities from coastal flooding. Advocates have raised concerns that limiting the flow of water into Superfund sites such as Newtown Creek and the Gowanus Canal could negatively impact water quality further. Prioritizing cleanup of these waterways before the proposed HATS interventions is essential.
- 3.2.2** Ensure, when possible, that any remediation effort does not cause displacement of residents or businesses, and that residents, workers, and visitors are protected from exposure to toxins during the remediation process. Coordinate disclosure of environmental risks between the City, State, and the public.

Sources of Toxic Waste



Facilities handling hazardous substances or toxic chemicals (NYS DEC, 2023)

Properties with E-designations



A property with an E-designation means that environmental conditions related to air, noise, or hazardous material must be addressed before being redeveloped. (NYC DCP, MapPLUTO 22v3)

Objective 3.3: Protect vulnerable populations from high heat

Healthy Streets & Environment

Health & Wellness Economy

Recommendations:



3.3.1 Work with the administration to expand tree cover in areas of high heat vulnerability to reduce urban heat island effect.

3.3.2 Expand access to cooling systems such as air conditioning (AC) and air source heat pumps in both public and private buildings.



a) Expand the number of cooling centers, especially in public housing and older adult centers, allocating capital funding when necessary. Work with NYC Emergency Management (NYCEM) to create an intensive public outreach plan to increase access and usage among vulnerable populations. Advocate for lowering the temperature threshold for cooling centers to open.



b) Support the continued funding of School Construction Authority's (SCA) Air Conditioning Initiative under the SCA's 5-Year Capital Plan and expansion of the initiative to include areas of public assembly such as auditoriums, cafeterias, libraries, and gyms.



c) Require cooling systems in new construction.



3.3.3 Encourage new development to employ sustainable energy practices, such as utilizing Passive House design, and rooftop solar.

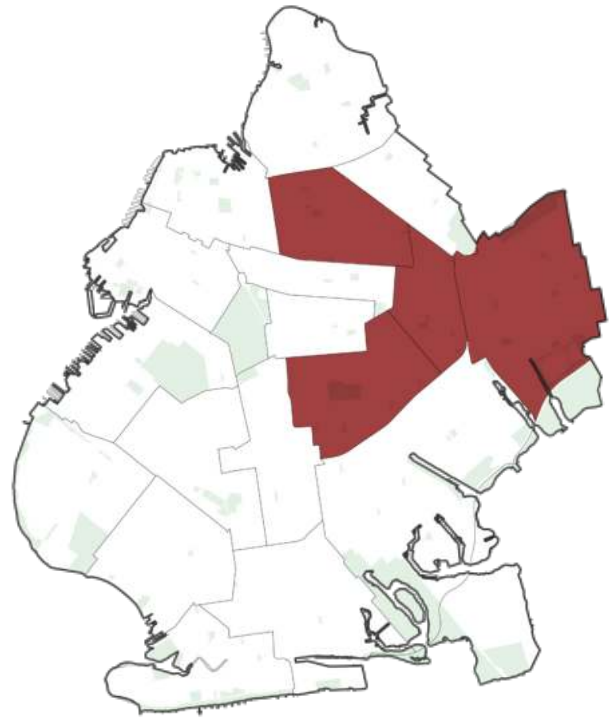


3.3.4 Increase awareness of the NYC CoolRoofs program, which provides low- or no-cost installation of cool roofs to help lower building temperatures, and the NYC Green Roof Property Tax Abatement Program.



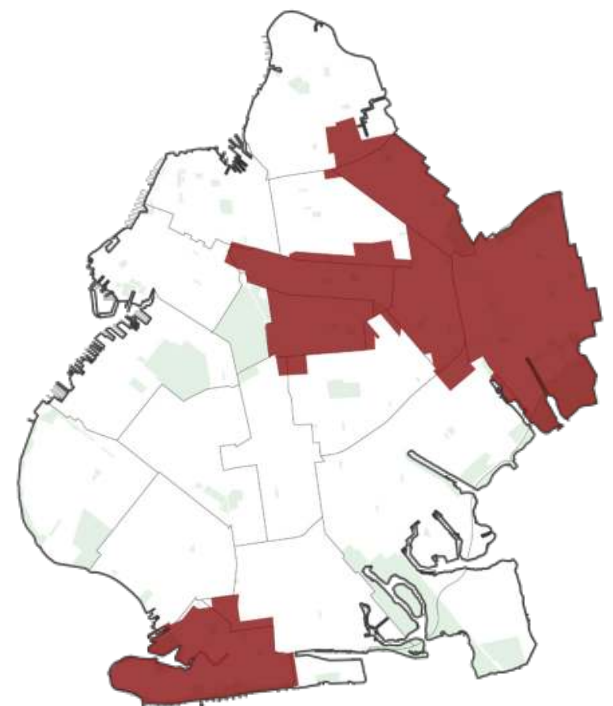
3.3.4 Require developers to include window shades or blinds in new construction, and require NYCHA and all private landlords in high heat vulnerability areas to install window shades or blinds for tenants who request them.

Heat Vulnerability



Community districts with the highest "heat vulnerability index" (HVI).
(NYC DOHMH, 2023)

Households without Air Conditioning




Areas with the most households without air conditioning.
(NYC DOHMH, 2017)

Objective 3.4: Plan for climate change and prepare for future disasters

Healthy Streets & Environment


Resilient Infrastructure & Jobs


Recommendations:

 **3.4.1** Support implementation of coastal flooding mitigation strategies that maintain a connection to Brooklyn's waterfront, looking to best practices from across the globe.


 **3.4.2** Through a Zoning Text Amendment, require evacuation plans for new construction in floodplains.


 **3.4.3** Require new construction projects to follow the City's Climate Resiliency Design Guidelines.


 **3.4.4** Encourage NYC Emergency Management (NYCEM) to promote and make it easier to sign up for NotifyNYC so more New Yorkers receive real-time alerts about extreme weather emergencies.

 **3.4.5** Encourage the Department of Environmental Protection (DEP) to upgrade sewer infrastructure in areas that experience persistent stormwater flooding.


3.4.6 Identify opportunities for nature-based solutions for stormwater capture in the public realm to mitigate flooding.


 a) Advocate for more rain gardens in public spaces and encourage community members to maintain existing rain gardens and storm drains.

 b) Encourage private developers to incorporate green infrastructure into building plans.


 c) Encourage design of parks and open space to include stormwater capture. For example, build tennis courts below grade to hold floodwater.

3.4.7 Support the City's goal of sending zero recyclable/reusable waste to landfills by 2030.


 a) Encourage developers to utilize AIA New York's Zero Waste Design Guidelines in new construction.


 b) Encourage Brooklynites to comply with mandatory curbside organics collection regulations by supporting DSNY in conducting culturally responsive outreach and education throughout the borough.


 c) Support continued funding in the City budget for community-based composting and associated education programs.


 d) Support expansion of on-street waste containerization for commercial corridors and residential buildings.

3.4.8 Support the green energy transition and implementation of New York's Climate Leadership and Community Protection Act (CLCPA), which establishes targets for reaching net-zero greenhouse gas emissions and directs at least 35-40% of associated benefits to historically disadvantaged communities.

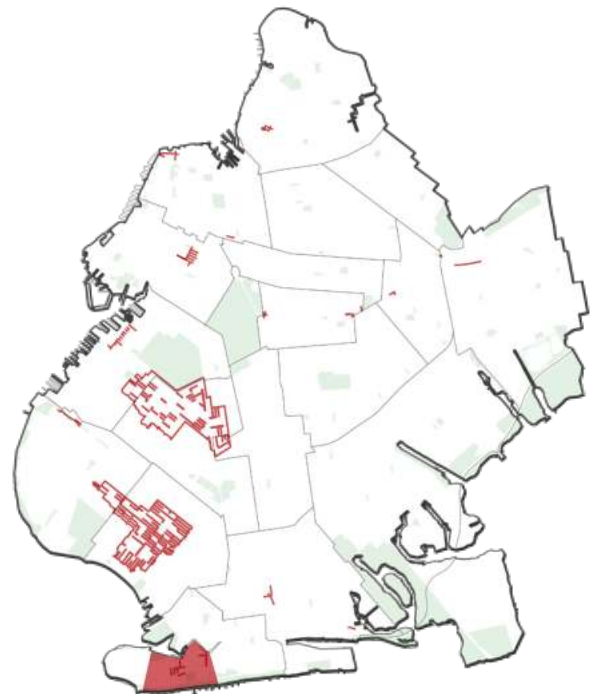
 a) Increase awareness of financing and incentive programs available to property owners to increase energy efficiency and comply with Local Law 97 through the NYC Accelerator and NYSEERDA.

 b) Support implementation of NYSEERDA's 6G2 Energy Storage Roadmap, which seeks to expand energy storage from renewable sources statewide and reduce reliance on power plants and "peaker" plants that run on fossil fuels.

 c) Support expansion of community-scale solar projects, especially where large-scale solar arrays (for example, on the roof of industrial buildings) can reduce utility costs for low-income tenants in adjacent communities.

 d) Support passage of the New York Home Energy Affordable Transition (HEAT) Act, which would require the Public Service Commission to phase out natural gas infrastructure and cap energy bills for low- to-middle income New Yorkers at 6% of their income.

Sewer Capital Projects



Funded capital sewer projects (NYC DCP Capital Planning Explorer, 2023)

GOAL 4: ACTIVE LIVING AND TRANSIT

Encourage and facilitate a lifestyle that prioritizes physical activity in everyday routines to reduce chronic diseases through investments in transit and the public realm





Objective 4.1: Strengthen Brooklyn's cycling, pedestrian, and bus infrastructure

Healthy Streets & Environment




Health & Wellness Economy

Recommendations:



4.1.1 Strengthen Brooklyn's bicycle, pedestrian, and bus networks based on the NYC Streets Plan and Vision Zero goals.

-  a) Coordinate with developers to provide bicycle parking and facilities that make biking easier in Brooklyn.
-  b) Push the administration to comply with their legal mandate to build 50 miles of protected bike lanes a year across the city.
-  c) Remove barriers to implementation of street safety projects, for example, remove the unnecessary required waiting period between when DOT presents a project to a community board and when they can begin implementation.
-  d) Support bus priority infrastructure across the borough, recognizing that better street engineering is more effective than relying on enforcement to improve bus travel times on key corridors such as Flatbush, Utica, and Flatlands Avenues.

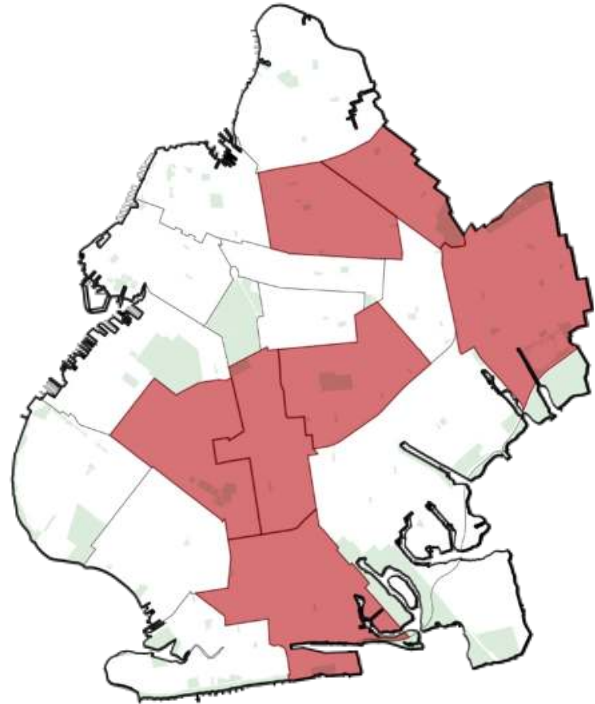
4.1.2 Expand and increase access to Citi Bike.

-  a) Advocate for the expansion of Citi Bike across the whole borough.
-  b) In an effort to create more accessible sidewalks, site future Citi Bike docks in the curb lane.
-  c) Support continuing the reduced fare Citi Bike membership program for NYCHA residents and SNAP recipients and free Citi Bike use for Summer Youth Employment Program participants.

4.1.3 Promote cycling skills and recreational opportunities for all Brooklynites.

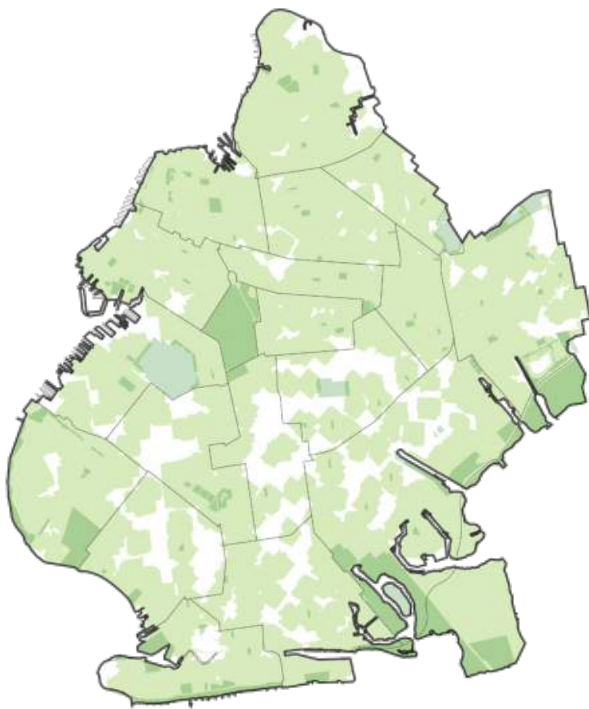
-  a) Create bike-only infrastructure for recreational use in our parks and green spaces.
-  b) Promote cycling athletics and recreational programming from a young age.

Cycling priority areas



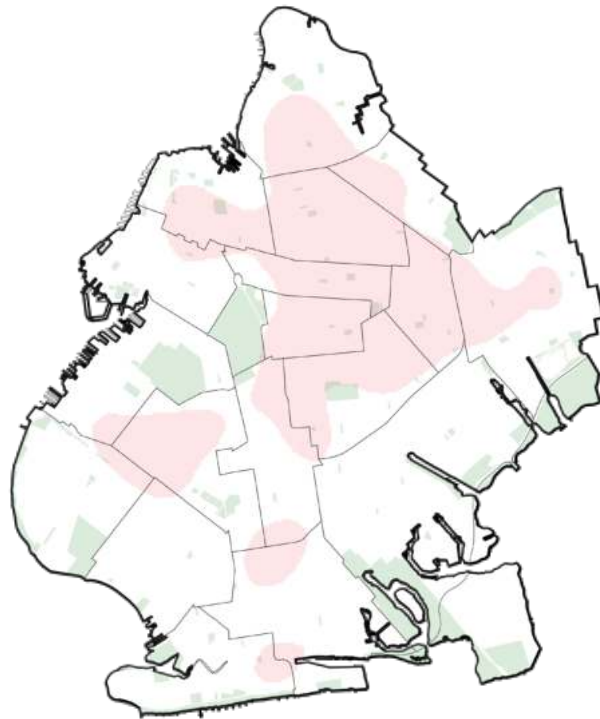
Community Districts identified by NYC DOT as a priority for improving safe cycling infrastructure (NYC DOT, 2023)

NYC Parks' "Walk to a Park"



NYC Parks' analysis of how many Brooklynites are within walking distance to a park. Areas in light green are either within a quarter-mile of small parks (<6 acres) or a half-mile of a larger park (>6 acres), and excludes spaces that are often not accessible to the public, such as community gardens or cemeteries.

Pedestrian priority areas




Areas identified by NYC DOT as a priority for pedestrian safety in the borough (NYC DOT, 2023)


Objective 4.2: Foster healthy and active public spaces, including transforming public streets into public spaces

Healthy Streets & Environment


Recommendations:


4.2.1 Promote public spaces, such as open streets and public plazas, which make walking safer and more pleasant and facilitate the use of public spaces for community activities.


 a) Explore funding arts and cultural project installations such as murals, sculptures, and gardens that increase active pedestrian engagement, particularly in areas outside of Business Improvement Districts (BIDs) that may lack resources for implementation.


 b) Support expansion of NYC DOT's Open Streets and Summer Streets programs, including bringing additional Summer Streets to Brooklyn. Require a certain amount of street space to be dedicated to Open Streets based on the open space ratio in each community district.

4.2.2 Invest in public active recreation, especially in areas with chronic health disparities.

 a) Advocate for increased funding for active recreation programming and facilities, both within the Parks Department budget and community-based organizations.

 b) Advocate for the administration to provide more funding to reduce the cost of NYC Parks Department Summer Camps.

 **4.2.3** Prioritize public realm improvements near schools to create safer streets and foster community spaces in every neighborhood. Support and explore funding for capital projects that facilitate street closures, traffic calming, and the creation of dedicated pick-up and drop-off zones on streets directly outside of schools.

 **4.2.4** Establish a goal for every resident to have a park or green space within a 10-minute walk and access to free public active open space in their community district. Coordinate with developers to provide public open space and improve access to nearby existing open space in projects under public review.

Objective 4.3: Better manage Brooklyn's curb space


Healthy Streets & Environment


Resilient Infrastructure & Jobs

Recommendations:


4.3.1 Adequately price public space devoted to car storage.


 a) Urge the NYC Department of Transportation (DOT) to conduct a parking utilization study of on-street parking spaces and off-street parking lots and garages.


 b) Support initiatives such as NYC DOT's Curb Management Action Plan that encourage higher turnover in commercial corridors, and encourage the use of off-street parking for longer-term car storage.


 c) Support a residential parking permit system, with the revenue from fees dedicated toward public realm improvements in the neighborhood.

4.3.2 Reserve on-street curb space for delivery trucks in every community


 a) Support expansion of NYC DOT's Local Delivery Hub pilot program.


 b) Support expansion of NYC DOT's Neighborhood Loading Zones and Truck Loading Zones across the borough.


 **4.3.3** Reserve adequate space for trash and organics pickup in every community by supporting the expansion of DSNY's Clean Curbs pilot program, including expanding a residential pilot to Brooklyn, and prioritizing the placement of containerized trash in curb lanes.

 **4.3.4** Reserve on-street curb space for bicycle parking in every community to reduce sidewalk obstructions.

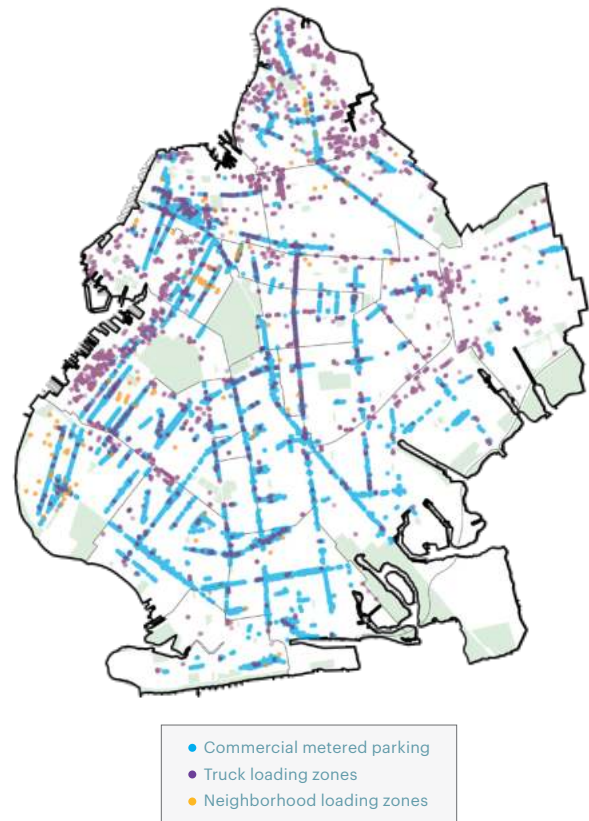
4.3.5 Improve enforcement of Brooklyn's curb lanes.

 a) Support expansion of automated traffic enforcement to deter vehicles from blocking the curb lane, which includes bike lanes, bus lanes, and loading zones.

 b) Support legislation to reduce the number of parking placards issued by the City and create a civilian reporting program for misuse.

 **4.3.6** In areas where underground infrastructure is not limiting, explore the addition of plantings in the curb lane.

Existing Loading Zones & Metered Parking




Loading zones reserve space on the curb for delivery vehicles.


Objective 4.4: Build a safer, more sustainable regional transportation and freight network


Healthy Streets & Environment

Resilient Infrastructure & Jobs


Recommendations:

 **4.4.1** Support regulation of last-mile delivery facilities, including oversight of delivery routes, regulation of labor standards, and incentives for use of green fleets.

 **4.4.2** Require the City to redesign the truck route network to improve safety and reduce emissions.

 **4.4.3** Support follow-up actions on NYC DOT's Red Hook Traffic and Truck Study that emphasize pedestrian and cycling safety in addition to reducing congestion.

4.4.4 Support a comprehensive, corridor-wide redesign of the Brooklyn Queens Expressway (BQE), rather than just the "triple cantilever" section near Brooklyn Heights

 a) Support the BQGreen, a proposal to deck over the BQE in Williamsburg to create new park space in an environmental justice community.

- b) Support implementation and expansion of automated weight sensors on the BQE.

4.4.5 Support the implementation of the Central Business District Tolling Program, also known as "Congestion Pricing," without excessive carveouts.

4.4.6 Support expansions of public transit, particularly in the transit deserts of southern and eastern Brooklyn.

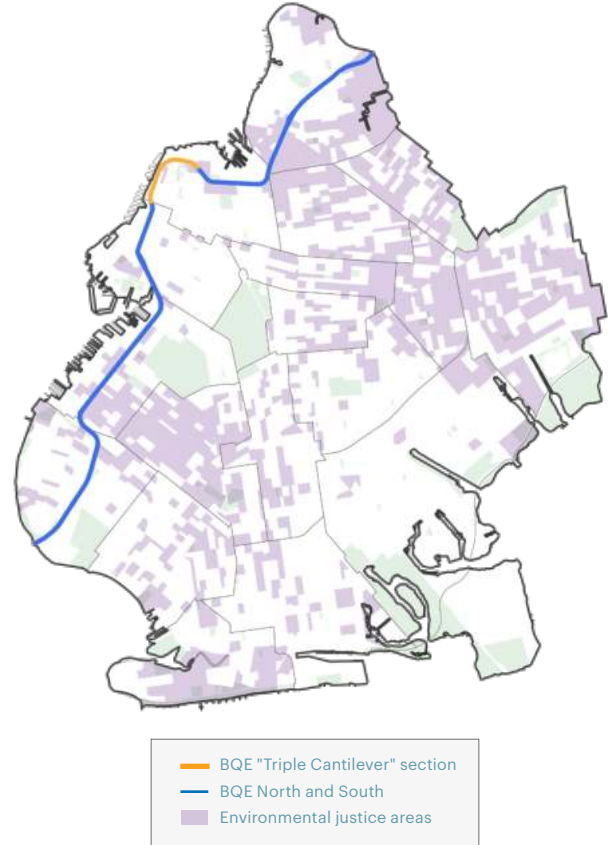
- a) Support the proposed Interborough Express (IBX)
- b) Support expansion of Select Bus Service into a true Bus Rapid Transit (BRT) network, with dedicated rights-of-way separated from other traffic.
- c) Support transit improvements along Utica Avenue, either in the form of a true bus rapid transit line or rail expansion, pending further analysis of the corridor from the MTA's 20 Year Needs Assessment.
- d) Support the extension of the 3 train through the Livonia Yard to Spring Creek, pending further analysis from the MTA's 20 Year Needs Assessment.
- e) Encourage further integration between commuter and subway services through programs such as the MTA's CityTicket.

4.4.7 Shift freight from road to water and rail, based on NYC EDC and DOT's Delivering Green plan.

- a) Support the development of the South Brooklyn Marine Terminal into a "freight village," including serving as a Project Cargo Hub for the Offshore Wind Industry.
- b) Support the renovation and improvement of Red Hook Piers 9A and 9B to increase containerized cargo usage and direct ocean-going ship calls to Red Hook.
- c) Support intra-harbor services between Sunset Park and New Jersey, such as improved barge floats or a cross-harbor freight tunnel.
- d) Support street redesigns and city map changes that provide improved access to rail yards in the Sunset Park Industrial Business Zone.
- e) Support the construction of new transload facilities along the Bay Ridge freight rail line to enable more cargo to be brought deeper into the borough by rail before being loaded onto a vehicle for last-mile delivery.

- f) Support the transition from larger trucks to smaller delivery vehicles, such as cargo bicycles through a permanent version of NYC DOT's commercial cargo bicycle pilot program.

BQE Reconstruction and Environmental Justice










A corridor-wide approach to the BQE would ensure environmental justice communities in northern and southern Brooklyn are served by a reconstruction plan.

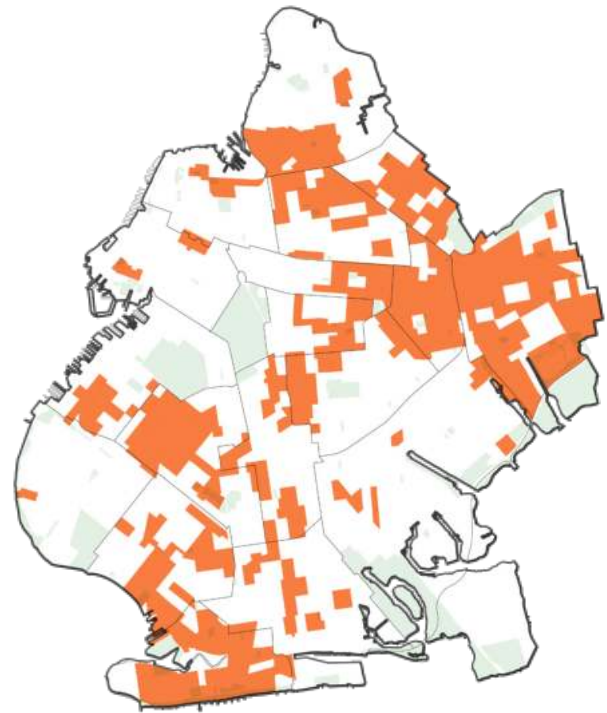
Objective 4.5: Reduce food insecurity and increase access to healthy food

Health & Wellness Economy

Recommendations:

-  **4.5.1** Advocate for the administration and private developers to work with local organizations to develop local food hubs that deliver local produce to institutions and households to increase access to fresh and healthy food.
-  **4.5.2** Explore allocating funding for community-based organizations to conduct multilingual and culturally sensitive nutrition and food budgeting education programs, as well as outreach to eligible Brooklynites about how to sign up for the Supplemental Nutrition Assistance Program (SNAP).
-  **4.5.3** Encourage the administration to increase funding for programs that provide access to healthy food, such as the Department of Health and Mental Hygiene's (DOHMH) Health Bucks and Get the Good Stuff programs, as well as grassroots food pantries and soup kitchens.
-  **4.5.4** Explore funding community-based organizations to create borough-wide partnership networks to rescue leftover food and distribute it to food pantries and soup kitchens.
-  **4.5.5** Support school gardens and gardening education programs with capital funding.
-  **4.5.6** Advocate for the Department of Health and Mental Hygiene to provide more access to culturally appropriate Community-Supported Agriculture (CSA) and Farmers Market programs in communities with high food insecurity rates.
-  **4.5.7** Encourage the Department of Education to co-locate food pantries on school campuses in areas of high food insecurity.

SNAP Participation



Areas with the highest participation in the Supplemental Nutrition Assistance Program (SNAP); (ACS 2021 5-Year Estimates)

GOAL 5: COMMUNITY SERVICES


Increase and support local community-based organizations that focus on reducing health disparities in Brooklyn

Objective 5.1: Support community-based organizations through funding and advocacy


Health & Wellness Economy


Recommendations:

5.1.1 Support small non-profits in communities of color to acquire permanent space.

 a) Encourage developers to provide low-cost spaces for local community-based organizations in new construction.

 b) Allocate capital funds to community-based organizations for acquisition and provide technical assistance with completing the application.


 c) Advocate for restored staffing at the Department of Cultural Affairs to support cultural organizations in undertaking acquisitions.


 **5.1.2** Fund programming and staffing for small non-profits serving the borough. Support new non-profits with leadership development, technical assistance, and operational support in the first 3-5 years. Encourage and support existing nonprofits to implement sustainable leadership models to encourage their success through growth and transition periods.


Objective 5.2: Ensure communities with a high number of foreign-born populations have access to translation services, health care facilities, and strong community services


Health & Wellness Economy

Recommendations:

 **5.2.1** Support creation of interpreter banks (non-profit hubs that recruit, train, and dispatch interpreters to City agencies and City-funded service providers when there is limited capacity) and language co-ops (workers cooperatives offering language support in less-spoken dialects and indigenous languages) so that City agencies can adequately offer language support and translate materials in the top languages outlined by the Language Access Act.

 **5.2.2** Advocate for increased City funding for organizations that offer pro bono immigration legal assistance and representation.

 **5.2.3** Encourage the administration to fully fund Adult Literacy programs with baselined funding.


 **5.2.4** Work with the Mayor's Office of International Affairs (MOIA), the Office of Asylum Seeker Operations, and consulates to offer foreign-born populations a directory of City-funded community service providers. Provide local resource guides to be shared with Adult Literacy and Youth Service providers through the Department of Youth and Community Development. (DYCD)


 **5.2.5** Work with local organizations to encourage immigrants to apply to serve on community boards. Encourage the administration to fund community boards to provide translation at their monthly meetings.


Objective 5.3: Increase access to quality educational opportunities in Brooklyn


Health & Wellness Economy


Recommendations:


 **5.3.1** Encourage local higher-ed educational institutions to bring satellite facilities into communities that lack access.

 **5.3.2** Support "microtransit" networks, such as the MTA's "Late Shift" pilot program, with an emphasis on providing access for students to and from public colleges and universities.

 **5.3.3** For projects going through public review, encourage developers to consult with the School Construction Authority (SCA) and Department of Education (DOE) to construct non-residential space for schools, daycares, 3-Ks, or Pre-Ks, particularly in areas where a school seat need has been identified.

 **5.3.4** Advocate for full baselined funding for the Brooklyn Public Library system to maintain and expand programming.

 **5.3.5** Support existing and new alternative pathways for teacher certification, particularly in targeted subject areas where needs are most prominent across Brooklyn's school districts.

 **5.3.6** Continue to advocate for and support enrollment/admissions standards that integrate students across all public schools and address seat vacancies across the city.

GOAL 6: JOBS

Increase access to employment opportunities and support pathways to well-paying jobs

Objective 6.1: Maintain and expand opportunities for new manufacturing land

Resilient Infrastructure & Jobs

Recommendations:



6.1.1 Commit to never support Manufacturing-to-Residential rezoning proposals inside Industrial Business Zones (IBZs) and their surrounding ombudsman areas zoned for manufacturing uses.



6.1.2 Encourage the Department of City Planning to create new zoning tools that allow property owners in industrial districts to increase their manufacturing FAR without incentivizing or introducing additional non-manufacturing uses.



6.1.3 Advocate to expand the number of Industrial Business Incentive Areas. These areas are designated by a Zoning Resolution Special Permit that allows for additional FAR of manufacturing uses with a mandatory inclusion of 20% manufacturing space.

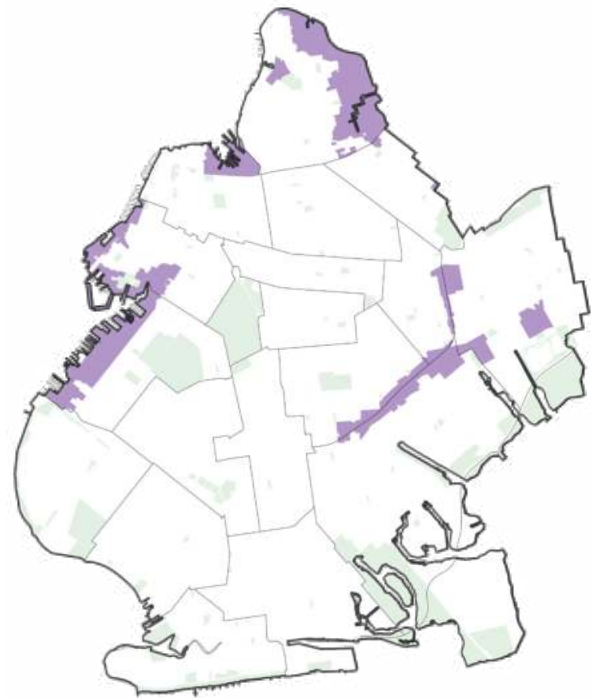


6.1.4 Advocate for the State to remove the provision in the 2019 Loft Law that allows loft conversions within the Greenpoint/Williamsburg and North Brooklyn Industrial Business Zones.



6.1.5 Encourage the Department of Buildings to increase enforcement against illegal manufacturing-to-residential conversions in areas zoned for industrial uses.

Industrial Business Zones (IBZs)



Created in 2005, IBZs aim to protect the city's manufacturing sector. (NYC DCP, 2023)

Objective 6.2: Support and green Brooklyn's industrial business sector

Resilient Infrastructure & Jobs

Recommendations:



6.2.1 Encourage the wind energy supply chain to locate along Brooklyn's industrial waterfront and advocate for the industry to employ local, union labor.



6.2.2 Pursue policies that balance the need for new battery storage facilities with the need to preserve and expand green jobs in industrial districts.



6.2.3 Support the Brooklyn Health Enterprise Hub in creating incubator and accelerator programs to localize the health care supply chain, create jobs, and provide workforce training.



6.2.4 Ensure that the City adequately funds the borough's Industrial Business Solutions Providers (IBSPs) to support local manufacturing businesses.








6.2.5 Support and uplift the goals of the Green Resilient Industrial District (GRID) 2.0 plan and Sunset Park Brownfield Opportunity Area to "operationalize a just transition through the green reindustrialization of the Sunset Park waterfront."

Objective 6.3: Support existing and new workforce development programs that increase economic mobility

Resilient Infrastructure & Jobs



Recommendations:

-  **6.3.1** Continue to advocate for funding and expansion of the Summer Youth Employment Program (SYEP) with increased Career Ready slots in partnership with DOE. Focus recruitment efforts on target populations (for example, public housing residents, students with disabilities, and LGBTQIA+ youth).
-  **6.3.2** Encourage the Department of Education to bring Career-and-Technical Education (CTE)-certified schools and the Career and Connected Learning initiative to communities with high unemployment rates.
-  **6.3.3** Identify and fund critical industry partners to establish and expand workforce training that provides pathways to high-paying and union jobs, with a focus on careers that support a transition to green energy.
-  **6.3.4** Hold NYCHA accountable for meeting its Section 3 requirements to hire local, low-income residents (including public housing residents) for at least 25% of labor hours for all projects.
-  **6.3.5** Secure workforce commitments to advance diversity, equity, and inclusion in the trades and for commercial tenants.

Objective 6.4: Retain and expand Brooklyn-based small businesses

Resilient Infrastructure & Jobs

Recommendations:

-  **6.4.1** Promote resources that the City provides for small businesses, such as NYC Business Solutions Centers, the NYC Business online Dashboard, the Shop Your City directory, the Apex Accelerator for government contracting, professional development courses, legal assistance, financial counseling, and low-interest loans.
-  **6.4.2** Support mapping special enhanced commercial districts along local commercial corridors, including a provision that would divide large commercial spaces into smaller floorplates in order to discourage big box retail from locating there.



6.4.3 Create new networking opportunities for freelancers to engage with small business communities in Brooklyn.



6.4.4 Support creation and expansion of BID's and Merchant Associations to support small businesses throughout the borough.

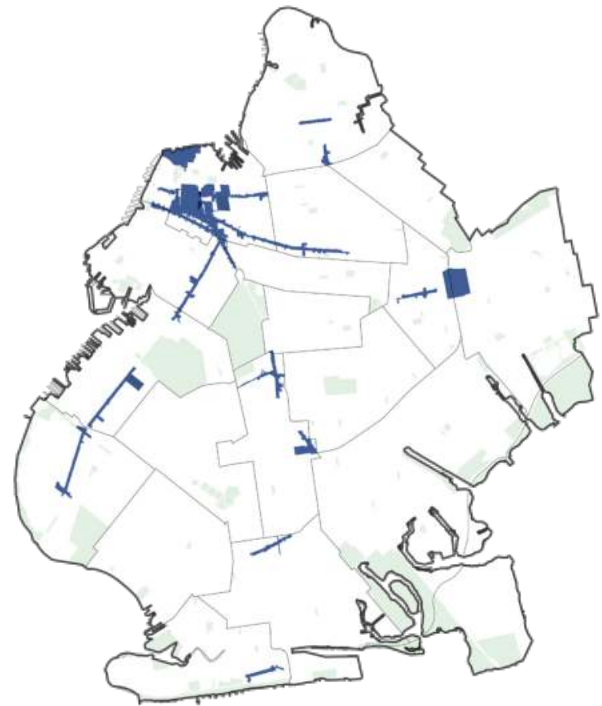


6.4.5 Support legislation that would create rent regulation for commercial tenants.



6.4.6 Require the Department of Citywide Administrative Services to give two years notice of lease expiration to commercial tenants in City-leased properties so they have adequate time to prepare to renew or relocate.

Business improvement districts (BIDs)



BIDs are largely concentrated in the northwestern part of the borough.
(NYC DCP, 2023)

GOAL 7: ACCESSIBILITY

Integrate planning for accessibility

Objective 7.1: Ensure Brooklyn is a welcoming place to people with all abilities

Healthy Streets & Environment

Health & Wellness Economy

Recommendations:

7.1.1 Encourage developers to fund MTA station improvements to comply with the Americans with Disabilities Act, and encourage projects in public review to take advantage of zoning bonuses offered by the MTA's Zoning for Accessibility program.

7.1.2 Encourage the Department of Small Business Services to conduct proactive outreach to small businesses regarding available incentives for building upgrades that increase accessibility. (Outreach)

7.1.3 Support the creation or renovation of at least one accessible playground per community district with playground equipment that is available to children of all abilities.

7.1.4 Convene City agencies on a yearly basis to review their capital projects, programs, and other initiatives to meet and exceed ADA accessibility requirements.

Objective 7.2: Raise the standards for accessibility

Healthy Streets & Environment

Health & Wellness Economy

Recommendations:

7.2.1 For projects in public review, require developers to disclose how they are meeting or exceeding ADA accessibility requirements.

7.2.2 Increase ADA accessibility on all Brooklyn sidewalks and public spaces.

a) Require DOB to conduct a survey of subpar sidewalk conditions in Brooklyn.

b) Rationalize Builders' Pavement Plans to improve sidewalk conditions along an entire blockface when a project is in public review.

c) Require Parks to conduct regular surveys of all park entrances for accessibility.



7.2.3 Work with local organizations to increase access to in-home mobility systems for older adults and people with disabilities.



7.2.4 Support the expansion of Fully ADA accessible school buildings equitably across Brooklyn.



7.2.5 Advocate for expansion of the pilot program for on-demand Access-a-Ride service and increased funding to improve paratransit and ensure that it remains affordable.

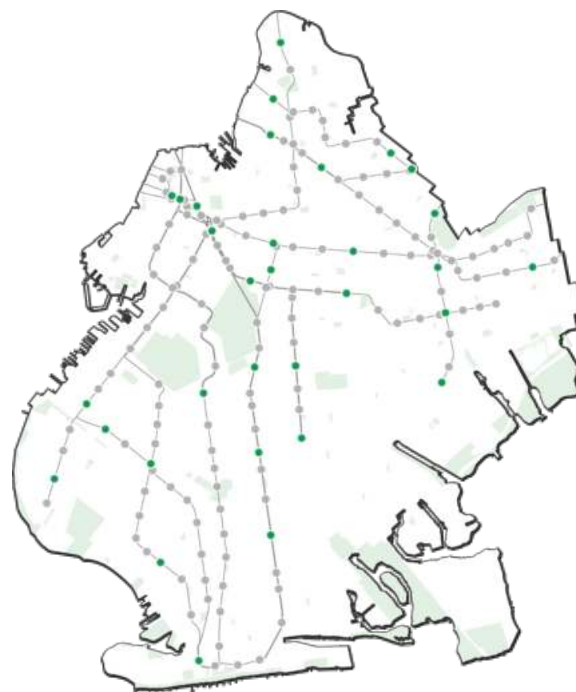


7.2.6 Support increased City funding for programs that increase digital accessibility and literacy for older adults, including an expansion of computer and technology classes, especially at local libraries.



7.2.7 Make public meetings and hearings more accessible by employing technology, such as live transcription services.

ADA Accessible Subway Stations



● ADA Accessible ● Not accessible

Only a handful of Brooklyn's subway stations are ADA accessible. (MTA, 2023)

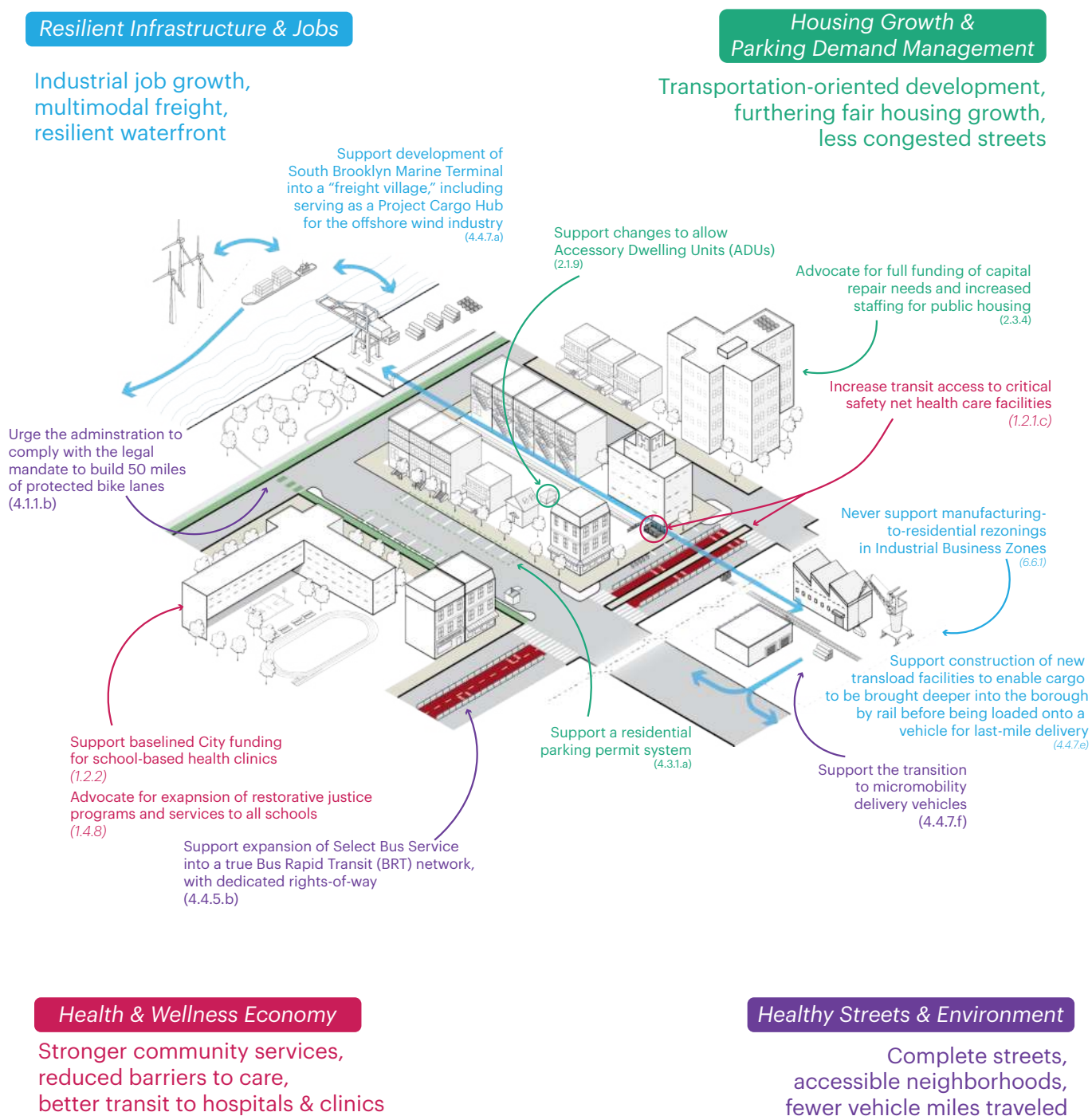
FRAMEWORKS



The Plan includes four frameworks that apply its recommendations spatially across the borough. Like the recommendations, the frameworks were derived from the data and maps outlined in the Existing Conditions chapter and further informed by public feedback.

While the frameworks below provide guidance for the entire borough, each highlights a geography where its recommendations are most relevant.

The frameworks are a tool for envisioning what kind of places each recommendations would be most relevant, and how each recommendation might relate or enhance each other.



Housing Growth & Parking Demand Management:

With a focus on southern and eastern Brooklyn, where housing growth has not kept pace with population growth and lack of transit access leads to more vehicle miles traveled, this framework envisions furthering fair housing growth, transit-oriented development, and less congested streets. The city is growing, and new on-street parking space is not being (and should not be) created. As seen in the Existing Conditions, most Brooklynites do not own or rely on vehicles in their everyday lives. Yet much of the built environment and current zoning rules assume they do. It is critical to move beyond this car-centric framework, but this is not possible without providing convenient alternatives to driving. By concentrating development along transit lines, the City can introduce additional housing without dramatically increasing the demand for new vehicles and parking.

This framework highlights the southern and eastern part of the borough as fair share housing priority areas: parts of the borough where housing growth has lagged behind both the overall growth in population and the housing construction seen in the north and central parts of the borough.

While the borough needs more housing growth overall, there is not a one-size-fits all solution. Higher residential densities should be planned in tandem with access to high quality transit. This framework identifies three tiers of transit-oriented development—transit nodes, residential core, and gentle density—for which BBPO supports increased density to increase the borough’s housing supply.

In **transit nodes**, which are defined by being within ¼ mile of a subway station, BBPO supports zoning for medium and high density. The introduction of new transit such as the proposed Interborough Express (IBX), extending the 3 train, and improved transit along Utica Avenue could close gaps in the transit network and establish new transit nodes in southern Brooklyn.

The **residential cores**, within ½ mile of the subway, are approximately a 10-minute walk from transit, and therefore BBPO would support these areas for increased density, such as medium-density residential districts with commercial overlays where appropriate, as long as mapping new districts is not at the expense of losing land zoned for manufacturing and industrial uses. Further, mixed-use multifamily development that provides ground-floor space for goods and services helps alleviate residents’ use of private vehicles in the immediate area.

Areas appropriate for **gentle density** are outside of a ½-mile radius from public transit. To encourage density on a smaller but more widespread scale in these areas, BBPO supports relaxed regulations that would allow adding units to existing properties as-of-right and would clear red tape and administrative hurdles for owners of smaller properties to redevelop or enlarge their homes.

The Housing Growth & Parking Demand Management framework strives for a Brooklyn with:

- An increase in new building or enlargement permits within ½-mile of subway, rail, and Select Bus Service stations.
- Proactive planning for denser residential housing along the proposed IBX corridor and Utica Avenue.
- The elimination of residential parking requirements in new construction.
- More “missing middle” housing, accessory dwelling units, and allowing multi-family residential buildings across the borough.
- A public housing system in a state of good repair.
- Increased protections for renters

Housing Growth & Parking Demand Management

A framework recommending:

- **Transportation-oriented development**
- **Furthering fair housing growth**
- **Less congested streets**

Actual Walking Distance

- Within 1/4 mile of subway station
- Within 1/2 mile of subway station
- Further than 1/2 mile of subway station
- Fair share housing priority areas
- - - Proposed IBX Route
- Highlighted SBS Routes

Transit-Oriented Development

Transit node:

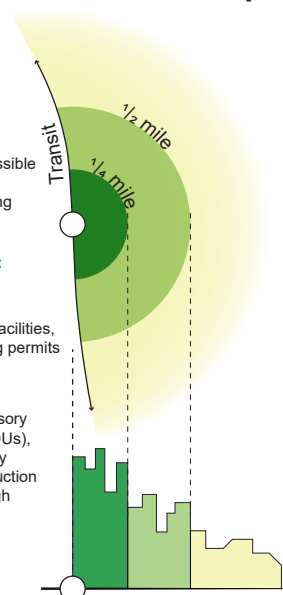
High quality accessible transit, metered commercial parking

Residential core:

Housing, strong connections to neighborhood facilities, residential parking permits

Gentle Density

Encourage accessory dwelling units (ADUs), enable multi-family residential construction across the borough



Building the proposed IBX, extending the 3 train, and improving transit along Utica and Flatlands Avenues would close gaps in the borough's transit and land use networks.



0 0.25 0.5 1 1.5 2 Miles

Map by Brooklyn Borough President's Office based on NYC DCP MapPLUTO 22v3; Walkshed analysis conducted based on NYCT Station Entrances (2018) and ArcGIS Pro Network Analysis tool.

Health & Wellness Economy:

With a focus on eastern Brooklyn, where data shows disparate health outcomes compared to the rest of the borough, and southeastern Brooklyn, where many healthcare workers live, this framework envisions stronger community services, reduced barriers to care, and improved transit to healthcare facilities.

As illustrated in the Existing Conditions, the status quo is unacceptable: parts of Bedford-Stuyvesant, Bushwick, Brownsville, Canarsie, Red Hook, and Coney Island report life expectancies some 20 years shorter than other parts of the borough. This framework identifies these neighborhoods as **Health Priority Areas**, with recommendations focused on improving community services and supporting existing, trusted community-based non-profits.

At the same time, many Brooklynites working in public health face unnecessary barriers on their way to work, living beyond the reach of our current rail transit network and facing long commutes on the way to taking care of the borough. Better serving these communities means not only increasing investments in healthcare facilities, workers, and education and training, but also making major investments in areas such as transit, the urban tree canopy, and center of well-paying union jobs such as our Industrial Business Zones.

The proposed Interborough Express (IBX) is an example of a transit investment with positive potential impact both for those in need of bolstered care, and those providing the care. While much of the existing rail network is centered on trips into Manhattan and Downtown Brooklyn, many of Brooklyn's health centers are spread across the borough. The IBX's proposed route runs through both areas highlighted by this framework: Brooklynites living in Health Priority Areas and healthcare workers stand to benefit from improved transit connections to health, employment, and community resources throughout the region.

The Health & Wellness Economy framework strives for a Brooklyn with:

- Increased life expectancy, closing the gap between the borough's healthiest and most under-served neighborhoods.
- Reduced self-reported bad mental health days.
- Reduced maternal mortality and morbidity, often connected to metrics such as low birth weight.
- Reduced vehicle miles traveled and increased transit trips, indicating a built environment that enables and encourages walking, rolling, cycling, and transit when moving throughout the borough.

Health & Wellness Economy

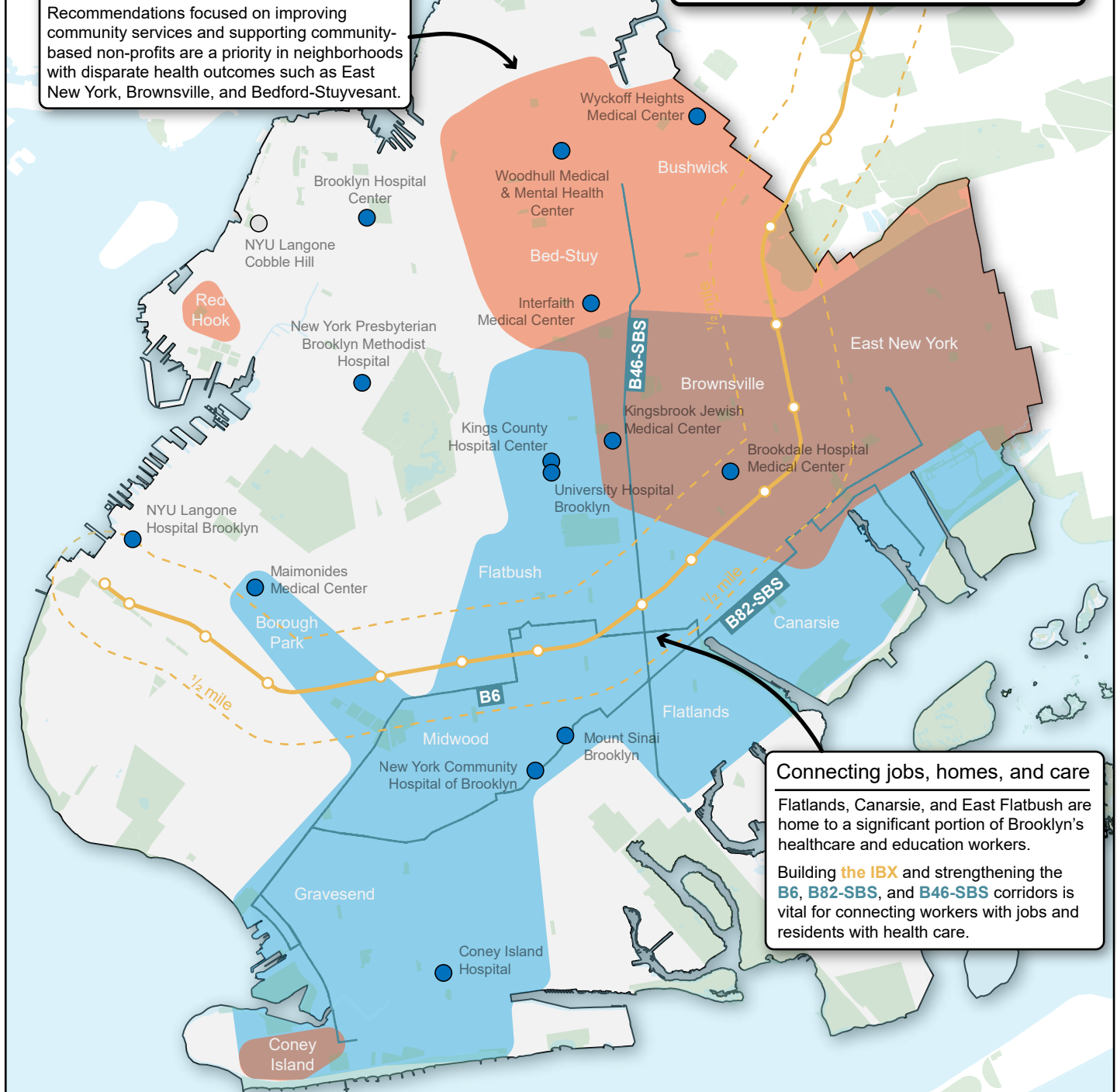
A framework recommending:

- **Stronger community services**
- **Reduced barriers to care**
- **Better transit to hospitals & clinics**

Strengthening community health

Recommendations focused on improving community services and supporting community-based non-profits are a priority in neighborhoods with disparate health outcomes such as East New York, Brownsville, and Bed-Stuy.

- **Health Priority Areas**
Areas with lower reported average life expectancy in the borough
- **Healthcare Workers**
Areas where a significant number of residents work in healthcare support occupations
- **Safety Net Hospitals**
Based on NYS DOH's safety net determinations, last updated 2014
- **Proposed IBX Line**
- **Highlighted Bus/SBS Routes**



Connecting jobs, homes, and care

Flatlands, Canarsie, and East Flatbush are home to a significant portion of Brooklyn's healthcare and education workers.

Building the IBX and strengthening the B6, B82-SBS, and B46-SBS corridors is vital for connecting workers with jobs and residents with health care.

Map by Brooklyn Borough President's Office based on

US Census ACS 2011 5-Year Estimates and CDC 500 Cities health data.

The New York State Department of Health defines hospitals as safety net providers if they are a public hospital, Sole Community Hospital, or serve a certain threshold of Medicaid, uninsured, or Dual Eligible Medicare/Medicaid patients.

Healthy Streets & Environment:

With a focus on northern and central Brooklyn, where crash rates are high and environmental justice is a pressing concern, this framework envisions complete streets, accessible neighborhoods, better air quality, and remediation of toxic sites.

This framework focuses on the public realm —the space accessible to and owned by everyone — as an opportunity to create a healthier, greener, and livelier Brooklyn. This includes making changes within the roadbed by furthering the work of the NYC Streets Plan and Vision Zero Initiative and pushing further to recognize Brooklyn's streets as a public resource for open space rather than private car storage. The Department of Transportation's (DOT) Vision Zero Priority Areas designate communities and corridors where healthy streets and safe rights-of-way are a priority.

Air pollution and ground contamination continue to burden Brooklynites. The western edge of the borough — approximately following the path of the Brooklyn-Queens Expressway (BQE) — reports higher concentrations of fine particulate matter (PM_{2.5}), an air pollutant produced both by static industrial sources and from vehicle exhaust and tires. Many of the borough's toxic release sites and chemical bulk storage sites are located in the same corridor. Recommendations focused on remediation and the reduction of vehicle miles traveled are especially important in this part of the borough.

The pink and purple highlighted areas in the framework that call out priority areas for improving street safety and environmental conditions were identified and defined by several datasets: high rates of traffic violence [Map # Pedestrian Safety, Map # Cycling Safety], higher rates of air pollution, such as PM_{2.5} and Nitrogen Dioxide, higher concentration of contamination sites, especially within the projected future floodplain [Map #, Future Floodplain].

The Healthy Streets & Environment framework strives for a Brooklyn with:

- More protected bike lanes constructed; protected bus lanes; Pedestrian space added, as legally mandated by the NYC Streets Plan.
- Reduced airborne pollutants such as PM_{2.5}, Nitrogen Dioxide, Ozone, and a subsequent reduction childhood asthma hospitalization rates.
- Mitigated ground contamination, reflected by a reduction in number of E-designations, the completion of Brownfield Cleanup Programs, Voluntary Cleanup Programs, and Superfund sites
- Greener, healthier streets, as reflected by a bigger, healthier urban tree canopy

Healthy Streets & Environment

A framework envisioning:

- **Complete streets**
- **Accessible neighborhoods**
- **Fewer vehicle miles traveled**

- Vision Zero Pedestrian Priority Areas
- Vision Zero Priority Corridors
- Brooklyn-Queens Expressway (BQE)
- BQE 1/4 Mile Corridor
- PM_{2.5} concentration > 7 µg/m³
- Chemical Bulk Storage
- Superfund Class 2 Site
- Toxic Release Facilities

Red Hook

DOT-led traffic and truck study examining impact of BQE, freight, and last-mile facilities

Broadway Junction

The proposed IBX would bring additional pedestrian traffic to a key regional node

Grand Army Plaza
Major pedestrian, cycling, & recreation hub for the borough

Highlighted Projects

A non-exhaustive selection of key public realm improvement projects and proposals.

1. McGuinness Blvd Redesign
2. Berry St Open Streets
3. Broadway Vision Zero
4. Flatbush Ave Bus Priority
5. Ashland-Navy Bike Lane
6. Grand Army Plaza Redesign
7. Vanderbilt & Underhill Open Streets
8. Atlantic Avenue Mixed Use Plan Corridor Streetscape Improvements
9. Bedford Bike Lane
10. 9th Street Bike Lane
11. Clarkson Ave
12. Eastern Parkway Vision Zero
13. New Lots Ave
14. Broadway Junction
15. Pennsylvania Ave
16. Cozine & Wortman Ave Bike Lanes



0 0.25 0.5 1 1.5 2 Miles

Resilient Infrastructure & Jobs:

With a focus on the borough's waterfront and industrial areas, this framework promotes industrial job growth, new multimodal options for freight delivery, and a resilient waterfront, all of which create opportunities to bolster Brooklyn's just transition to a green economy.

This framework zooms out to take a more regional approach in how goods and people move across the borough. Brooklyn's waterfront, industrial areas, and freight rail infrastructure present an opportunity to simultaneously shift the borough toward a future with more green industrial jobs, fewer trucks on the road, and a forward-looking role in a green economy.

Currently, a significant amount of freight moves by truck across the Brooklyn-Queens Expressway (BQE) and through Brooklyn streets. Increasing the capacity and infrastructure of Brooklyn's ports and the Bay Ridge Branch rail line (the same right-of-way as the proposed IBX corridor) can allow more cargo to travel by ship, barge, rail, and cargo bike rather than the current proliferation of oversized and polluting trucks.

In order to do this, it is paramount to preserve and enhance the manufacturing land within the borough. Some of Brooklyn's Industrial Business Zones are along the Bay Ridge Branch rail line and are well situated to serve as the site of transload facilities. But they cannot serve this role if all the available land is converted into residential, commercial, and retail uses.

The burgeoning offshore wind energy industry presents an opportunity for Brooklyn's industrial waterfront. Thanks in large part to the shallow continental shelf extending hundreds of miles into the ocean, New York has a competitive advantage for developing offshore wind. While the City, State, and Federal government have gotten the ball rolling, the BBPO envisions a future where Brooklyn's industrial waterfront serves a vital role in the supply chain for offshore wind for the foreseeable future, beyond initial construction.

The Resilient Infrastructure & Jobs framework strives for a Brooklyn with:

- A healthy, thriving manufacturing sector adapted to a green economy.
- No net loss in land utilized for manufacturing and industrial purposes in the borough.
- More freight moved by rail and water, and less by truck.
- A coastline fortified against the threats of climate change, both during major storm events and under blue skies.

Resilient Infrastructure & Jobs

- A framework promoting:
- **Industrial job growth**
 - **Multimodal freight**
 - **Resilient waterfront**

Brooklyn-Queens Expressway

Supporting a corridor-wide solution to the BQE that also repairs environmental injustices in north & south Brooklyn rather than just replacing the triple cantilever

Cross-Harbor Rail Tunnel (Proposed)

Barge carfloats (existing)

Red Hook Seawalls

to North Shore IBZ, Port Newark

65th St Rail Yard:

Opportunity area for jobs, transit, and freight. Being developed as a Project Cargo Hub for Offshore Wind by EDC, and identified as a site with "excellent potential" for a freight village by NYMTC (2011).

Off-Shore Wind Supply Chain

to Empire Wind, Sunrise Wind, Beacon Wind offshore wind projects

to Ports of Albany & Coeymans

Newtown Creek Storm Surge Barrier, Seawall

Industrial Business Zones

- 1 Southwest Brooklyn
- 2 Brooklyn Navy Yard
- 3 Greenpoint/Williamsburg
- 4 North Brooklyn
- 5 Flatlands/Fairfield
- 6 East New York

Significant Maritime & Industrial Areas

- A Sunset Park
- B Red Hook
- C Brooklyn Navy Yard
- D Newtown Creek

to Astoria, Bronx, Upstate freight destinations

Shifting through-freight traffic to rail, reducing Long Island-bound truck traffic across the borough

to Jamaica IBZ, Long Island freight destinations

Strategic siting of transload facilities near IBZs to maximize rail and micro-mobility connections within the borough

Rail ROW: Freight (existing) & IBX (proposed)

Sheepshead Bay Tidal Gate

Coney Island Creek Tidal Gate

US Army Corps of Engineers Harbor Protection Interventions

Jamaica Bay Storm Surge Barrier



0 0.42 0.85 1.7 2.55 3.4 Miles

Map and concept by the Brooklyn Borough President's Office, based on NYS GIS Clearinghouse & NJGIN Open Data

NEXT STEPS



The Borough President will begin to use the plan immediately as a guiding document for all projects that come to his office during public review. And while the Plan's primary purpose is to guide his land use decisions, the Borough President recognizes the value in bringing residents, elected officials, and City agencies together to share information. In this spirit of building dialogue and consensus around common goals, the Borough President will share the Plan with elected officials and agencies in hopes that the data and recommendations shared in the document will be useful to their own work.

Following the plan release, BBPO will work with health and research partners to continue to establish metrics for measuring the recommendations' outcomes. BBPO recognizes that much of this work is interconnected and could be difficult to measure—but the Borough President is striving for a data-driven process, both in how recommendations have been developed and how outcomes are measured.

The Borough President is also committed to ongoing engagement and outreach to see that as many of our 2.73 million Brooklynites as possible are aware of the plan. BBPO will collect and review feedback from the public at:

testimony@brooklynbp.nyc.gov.

Based on receiving new public comments, as new research or datasets are released, and as legislation is passed, the Borough President has committed to review the plan and issue updates on a yearly basis, as well as take on special projects and work resulting from the recommendations.

APPENDIX 1: DATA SOURCES

Map	Data Source	Year	Geography
Adult Cancer	CDC - 500 cities project	2017	Census Tract
Adult Diabetes	CDC - 500 cities project	2017	Census Tract
Adult Obesity	CDC - 500 cities project	2017	Census Tract
Air pollution - Nitrogen Dioxide	DOHMH	2023	Citywide
Air pollution - PM2.5	DOHMH	2023	Citywide
Asthma Hospitalizations (Children)	DOHMH - Asthma dashborad	2018-2020	Zip Code
Astma Hospitalizations (Adults)	DOHMH - Asthma Dashboard	2018-2020	Zip Code
Avoidable Adult Hospitalizations	DOHMH - community health profiles	2022	Community District (CD)
Bicycle Routes	DOT	2023	Citywide
BIDs and IBZs	NYC DCP	2023	Borough
Broadband	OTI	2022	Community District (CD)
Broadband Adoption	NTC Internet Master Plan	2021	Neighborhood Tabulation Areas (NTAs)
Brooklyn and Tri-State Area	NLCD (national land cover database)	2013	tri-state
Bus Network by Ridership	MTA	2020-2023	Citywide
Car Collision Fatalities	Vision Zero	2021-2022	Borough
Cash Assistance	ACS 5-year (DP03)	2020	Census Tract
Cash Public Assistance	ACS 5-year (DP03)	2021	Census Tract
Child and Youth Services and Programs	DCP - capital planning explorer	2021	Citywide, Community District (CD)
Commute to Work by Driving	ACS 5-year (DP04)	2021	Census Tract
Commute to Work by Transit	ACS 5-year (DP04)	2021	Census Tract
Contours/DEM	NYC OTI Planimetric and Topobathymetric data	2014, 2017	Citywide
Coronary Heart Disease	CDC - 500 cities project	2017	Census Tract
Cycling Safety	Vizion Zero	2012-2023	Citywide
Daycare and Pre-k	DCP - capital planning explorer	2021	Citywide, Community District (CD)
Deaths from COVID-19	NYC Health	2022	Zip Code
Displacement Risk	NYC Equitable Deveopment Reporting Tool	2022	Neighborhood Tabulation Areas (NTAs)
Education and Health Care Workers	ACS 5-year (DP03)	2021	Census Tract
Educational Attainment	ACS 5-year (DP02)	2020	Census Tract
Fall-Related Emergency Department Visits Among Older Adults (65+)	NYC Environment and Health	2016	Community District (CD)
Fall-Related Hospitalizations	DOHMH - community health profiles	2022	Community District (CD)
Food Insecurity	Feeding America	2018	Community District (CD)
FRESH Food	DCP	2022	Citywide
Future Floodplain/Toxic Waste Sites	DCP - Flood Hazard Mapper	2021	Citywide
Heat Vulnerability	DOHMH	2023	Neighborhood Tabulation Areas (NTAs)
Homeless Shelters	MapPLUTO	2023	Citywide
Hospital Patient Satisfaction	DOHMH - hospital health profiles	2019	Borough
Hospitals and Health Facilites	MapPLUTO, DOF	2022	Citywide
Households With No Vehicles Available	ACS 5-year (DP04)	2021	Census Tract
Housing Cost Burden Owners	ACS 5-year (DP04)	2020	Census Tract
Housing Cost Burden Renters	ACS 5-year (DP04)	2020	Census Tract
Housing Growth	DCP - housing database	2012-2022	Citywide
Housing Tenure	ACS 5-year (DP04)	2021	Census Tract
Housing Unit Change	DCP - housing database	2010-2020	Census Tract
Impervious Land Cover	NYC LiDAR	2017	Citywide

Improvement and Land Values	Corelogic	2022	Borough
Income Restricted Housing and Zoning	NYC and HPD GIS zoning features	2022	Citywide
Land Cover	NYC LiDAR	2017	Citywide
Land Use	MapPLUTO	2022	Citywide
Landmarks and Historic Districts	LPC (Landmarks Preservation Commision)	2022	Citywide
Language Spoken at Home	ACS 5-year (S1601)	2021	Borough
Libraries and Cultural Programs	DCP - capital planning explorer	2021	Citywide
Life Expectancy	CDC - Bureau of Vital Statistics	2017, 2019	Census Tract
Limited English Proficiency	ACS 5-year (DP02)	2020	Census Tract
Low Birth Weight at Full Term	United Hospital Fund - Community Health Survey	2013	United Hospital Fund neighborhood (UHF34)
Market Pressure	DCP, HPD - NYC Equitable Development Reporting Tool	2022	Neighborhood Tabulation Areas (NTAs)
Median Age	ACS 5-year (DP05)	2020	Census Tract
Median Household Income	ACS 5-year (DP03)	2021	Census Tract
Median Number of 7 Major Felony Crimes	NYPD	2022	Borough
Median Rent	ACS 5-year (DP04)	2021	Census Tract
Mental Health	CDC - 500 cities project	2017	Census Tract
Monthly Bicycle Use	DOHMH, United Hospital Fund Neighborhoods	2020	United Hospital Fund neighborhood (UHF34)
Neighborhoods	DCP	2023	Borough
No Health Insurance	CDC - 500 cities project	2017	Census Tract
NYCHA Delayed Capital Projects	NYCHA bi-annual capital letter	2023	Borough
Overcrowded Households	ACS 5-year (DP04)	2021	Census Tract
Parks, Gardens, Historical Sites	DCP - capital planning explorer	2021	Citywide, Community District (CD)
Pedestrian Safety	Vision Zero	2012-2023	Citywide
Percent Change Jobs by Neighborhood: 2010-2019	LEHD census	2010-2019	Community District (CD)
Perception of Neighborhood Safety	United Hospital Fund - community health survey	2016	United Hospital Fund neighborhood (UHF34)
Population Change 2010-2020	DCP - demographic and housing characteristics (census)	2020	Community District (CD)
Population Vulnerability to Displacement	HPD and DCP - equitable development reporting tool	2022	Neighborhood Tabulation Areas (NTAs)
Poverty	ACS 5-year (DP03)	2021	Census Tract
Premature Mortality	United Hospital Fund - community health survey	2016	United Hospital Fund neighborhood (UHF34)
Proposed IBX Route	MTA	2023	Citywide
Public Assembly	MapPLUTO	2022	Citywide
Public Housing	MapPLUTO	2023	Citywide
Race and Ethnicity	ACS 5-year (DP05)	2020	Citywide
Rail Network and Use	MTA, MapPLUTO, Transitland	2022	Citywide
Ratio of Bodegas to Supermarkets	DOHMH - community health profiles	2022	Community District (CD)
Recent Alterations	MapPLUTO	2022	Citywide
Recent Development	MapPLUTO	2022	Citywide
Rent Burden	ACS 5-year	2021	Census Tract
Rent Stabilized Units	NYC Housing and Vacancy Survey	2022	Zip Code
Residents Who Have Received 1+ Dose of Any COVID-19 Vaccine	NYC Health	2022	Zip Code
Residential Floor Area Ratio	MapPLUTO	2022	Borough
Residential Units per Acre by Community District	MapPLUTO, Office of the Governor	2023	Community District (CD)
Road Network	OpenStreetMap	2021	Citywide
Safety Net Hospitals	DOHMH	2016	Borough
School Accessibility	DOE	2023	Borough

School Locations	DOE	2022	Borough/Community District (CD)
Self-Reported Health	United Hospital Fund - community health survey	2020	United Hospital Fund neighborhood (UHF34)
Service Workers	ACS 5-year (DP03)	2021	Census Tract
Sewersheds	Open Sewer Atlas	2022	Citywide
Sex Ratio	ACS 5-year (DP05)	2020	Census Tract
Share of Foreign Born Population	ACS 5-year (DP02)	2020	Census Tract
Shelter and Supportive Housing	MapPLUTO	2022	Citywide
SNAP Assistance	ACS 5-year (DP03)	2020	Census Tract
Social Vulnerability	DCP, HPD - NYC equitable development reporting pool	2022	Zip Code
Stormwater Flooding	DEP, DCP - capital planning explorer	2021	Citywide
Street Types by Use	RPA - Re-envisioning the right of way	2021	Citywide
Tenure	ACS 5-year (DP04)	2021	Census Tract
Total Number of Jobs Added by Neighborhood: 2010-2019	LEHD census	2010-2019	Community District (CD)
Total Number of School Seats Needed	SCA	2022	Citywide
Transit Network	MTA, MapPLUTO	2021	Citywide
Transit Zones	LPC (landmarks preservation commission)	2022	Citywide
Tree Canopy Change	OTI, SBS	2010-2017, 2015	Citywide
Truck Routes	DOT, DCP - LION	2023	Citywide
Two Family Conversions	MapPLUTO	2023	Citywide
Unhealthy Food Access	DOHMH - health data portal	2016	Community District (CD)
Vehicle Miles Traveled	BTS (bureau of transportation statistics) - LATCH survey	2018	Census Tract
Walking Access to Parks	RPA, MAS	2020	Citywide
Walking Distance to Subway	NYCT, ArcGIS Network Analysis Tool	2018	Citywide
Waterfront Access	DCP - waterfront access map, DPR - forever wild areas	2023	Citywide
Wellness Doctor Visit	CDC - 500 cities project	2017	Census Tract
Work Destination, Brooklyn Residents	US Census LEHD data - on the map	2020	Zip Code
Zoning	NYC GIS Zoning features	2022	Citywide
Zoning Changes	MapPLUTO	2023	Citywide
Zoning Districts	NYC GIS Zoning features	2022	Citywide

Frameworks

Health & Wellness Economy	LEHD census, CDC 500 cities health data	2022	Borough
Healthy Streets & Environment	Vision Zero, DOHMH, Flood hazard mapper	2023	Citywide
Housing Growth & Parking Demand Management	NYCT, MTA	2023	Citywide
Resilient Infrastructure & Jobs	GIS Clearinghouse, NJGIN Open Data	2023	Citywide

APPENDIX 2: GLOSSARY



Accessory Dwelling Units (ADUs)

A smaller, independent dwelling unit that shares a zoning lot with a larger residential building. Examples include basement and garage apartments, as well as fully separated units.

Area Median Income (AMI)

The U.S. Department of Housing and Urban Development (HUD) defines Area Median Income for all cities across the country using average incomes for the region and other factors such as the High Housing Cost Adjustment (HHCA). City agencies use AMI to determine who qualifies for income-restricted housing. 2023 AMI for the New York City region is \$127,100 for a family of three (100% AMI).

Army Corps of Engineers New York-New Jersey Harbor and Tributaries Coastal Storm Risk Management Study (NYNJ HATS)

A study in which the US Army Corps of Engineers is investigating measures to manage future flood risk in ways that support the long-term resilience and sustainability of the coastal ecosystem and surrounding communities, and reduce the economic costs and risks associated with flood and storm events. The study for the New York-New Jersey Harbor is in the planning phase through 2024, and the Army Corps has a tentatively selected plan in place.

Baselined Funding

Funding that the administration includes in the City budget every year, which does not have to be negotiated with or added by the City Council.

Blockface

One side of a street between two consecutive features intersecting that street (e.g. other streets or boundaries).

Brownfield Cleanup Programs

Government-supported programs to clean up contaminated sites for redevelopment purposes.

Builders Pavement Plans (BPP)

Where a new building or alteration is underway, the sidewalks and portions of the streets facing those new buildings or alteration lots must be improved or refurbished. These public rights-of-way are primarily under the jurisdiction of the NYC Department of Transportation, though other agencies may regulate different infrastructural systems and streetscape components. Changes to these public areas must be submitted to the Department of Buildings in a Builders Pavement Plan (BPP) application.

Business Improvement Districts (BIDs)

Public-private partnerships overseen by the NYC Department of Small Business Services and run by boards of local property owners, merchants, and elected officials. BIDs are funded by an annual assessment of all property owners in the district, with

funds used to support improvement efforts such as street and sidewalk maintenance, public events, promotion of area businesses, and beautification.

Cease & Desist Zone

Geographic areas designated by the New York Department of State, where soliciting the sale of real estate from any homeowner whose name(s) appear(s) on an opt-in list is prohibited. Real estate brokers, real estate salespeople, and other persons regularly engaged in the buying and selling of real estate are prohibited from soliciting homeowners included on the list.

City Environmental Quality Review (CEQR)

As mandated by the State Environmental Quality Review Act, CEQR is the process by which NYC agencies determine what effect, if any, a discretionary action they approve may have upon the environment. CEQR is a disclosure process and not an approval process in and of itself. Completion of an environmental review supports other decisions made by agencies such as approvals of rezoning or variance applications, funding, or issuance of discretionary permits. Ministerial actions, such as the issuance of a building permit, are not subject to environmental review.

Citywide Statement of Needs

A process through which the NYC Department of City Planning involves the City Council, Borough Presidents, Borough Boards, and Community Boards in the siting of City facilities.

Citizens Air Complaint Program

A program from the NYC Department of Environmental Protection that allows New Yorkers to report idling violations and receive a percentage of the money recouped as compensation.

Clean Curbs Pilot Program

A pilot program from the NYC Department of Sanitation that dedicates curb space to containerized waste.

Complete Streets

Streets that are designed to prioritize safety, comfort, and connectivity to destinations for all people who use the street network. Common features of complete streets include wide sidewalks, bike lanes, designated bus lanes, and accessible transportation stops.

Dissimilarity Index

A demographic indicator measuring the percentage of an area's demographic group needing to move to another neighborhood to achieve complete integration for the area.

Downzoning

A zoning change that decreases the amount of density allowed in an area.

E-designation

Provides notice of the presence of an environmental requirement pertaining to potential hazardous materials contamination, high ambient noise levels, or air emission concerns on a particular tax lot, as governed by the NYC Zoning Resolution. E-designations are established in connection with a change in zoning or an action pursuant to a provision of the Zoning Resolution that would allow additional development to occur on property or would permit uses not currently allowed.

Environmental Impact Statement (EIS)

A report filed in the City Environmental Quality Review (CEQR) process that details a project's executive summary, description, technical analyses, mitigation measures, and project alternatives.

Federally-Qualified Health Centers (FQHCs)

Healthcare facilities that provide underserved populations with comprehensive services for a sliding scale fee and qualify for enhanced reimbursements from Medicare and Medicaid.

Fine particulate matter (PM 2.5)

An air pollutant comprised of tiny particles or droplets that are 2.5 micrometers or less in width (30 times smaller than the width of human hair). These particles reduce visibility, produce hazy conditions (smog), and are a concern to human health when levels in the air are high.

Floor Area Ratio (FAR)

The ratio of total building floor area to the area of its zoning lot, the principal bulk regulation controlling the size of New York City buildings.

FRESH Zones

The Food Retail Expansion to Support Health (FRESH) program was created in 2009 to bring healthy, affordable foods to underserved neighborhoods. FRESH Zones offer incentives to create and maintain grocery stores in "food deserts" where residents lack sufficient access to fresh meats, fruits, and vegetables.

Food Insecurity

A lack of consistent access to enough food for every person in a household to live an active, healthy life.

Industrial Business Zones (IBZs)

A geographic designation created in 2005 to protect the city's manufacturing sector.

Good Cause Eviction legislation

Proposed legislation at the State level that would require landlords to provide justification in order to raise rent more than 3% per year and allow tenants to challenge evictions for which the landlord does not provide "good cause."

Health Bucks and Get the Good Stuff Programs

Programs from the NYC Department of Health and Mental Hygiene that allow residents who receive food assistance benefits to receive fresh fruits and vegetables for free or at a reduced cost.

Heat Vulnerability

The NYC Heat Vulnerability Index measures how the risk of heat-related illness or death differs across neighborhoods. The City of New York defines neighborhood risk factors that increase heat vulnerability in NYC as: surface temperature, green space, access to home air conditioning, and the percentage of residents who are low-income or non-Latinx Black.

Housing First

An approach to addressing homelessness that connects people experiencing homelessness to permanent housing without conditions such as participation in treatment programs or employment/service requirements. According to the National Alliance to End Homelessness, this model helps people exit homelessness quickly and remain housed, while saving cities money on the cost of hospitalization, incarceration, and emergency shelter.

Industrial Business Solutions Providers (IBSPs)

Local non-profit organizations funded by the NYC Department of Small Business Services to help industrial businesses with financing, accessing space, workforce development, and other services.

Interborough Express (IBX)

A proposed rapid transit project that will connect currently underserved areas of Brooklyn and Queens by building light rail along existing, underutilized rail lines stretching from Bay Ridge, Brooklyn to Woodside, Queens.

Language Access Act

Legislation passed by the City Council in 2017 requiring City agencies to translate their most commonly distributed documents into the 10 designated citywide languages: Spanish, Chinese, Russian, Bengali, Haitian, Korean, Arabic, Urdu, French, and Polish.

Late Shift Pilot Program

A pilot program from the Metropolitan Transportation Authority and ride hailing companies to help late-night commuters get to the subway overnight.

Local Law 97/Climate Mobilization Act

Legislation passed by the City Council in 2019 that will require buildings over 25,000 sq.ft. to meet carbon emissions limits by 2024.

Local Delivery Hub Pilot Program

A pilot program from the NYC Department of Transportation that will designate curb space for delivery trucks to transfer items onto low- or no-emissions vehicles, cargo bikes, and hand carts, in order to reduce local truck traffic.

Mandatory Inclusionary Housing (MIH)

In 2016, the City adopted the Mandatory Inclusionary Housing (MIH) program, which requires any developer that receives a rezoning for more density (or is building in a neighborhood that was rezoned post-2016) to dedicate a percentage of new housing units as income-restricted housing.

Neighborhood Health Centers

Off-site clinics operated by NYC Health + Hospitals to provide convenient alternatives for pediatric, adult, and women's health services.

Neighborhood Loading Zones

Program from the NYC Department of Transportation meant to reduce double parking by designating curb space for commercial deliveries, loading and unloading personal vehicles, and pickups/dropoffs by taxis and car services.

New York Climate Leadership and Community Protection Act (CLCPA)

New York State law passed in 2019, which establishes targets for reaching net-zero greenhouse gas emissions and directs at least 35-40% of associated benefits to historically disadvantaged communities.

New York HEAT Act

Proposed legislation at the State level that would require the New York Public Service Commission to phase out natural gas infrastructure and cap energy bills for low-to-middle income New Yorkers at 6% of their income.

NYC Accelerator

A City program to connect property owners, property managers, and building workers with resources, training, and guidance to improve building energy efficiency and reduce carbon emissions

NYC Care

NYC's no- to low-cost health coverage program for the uninsured and underinsured.

NYC Well

A 24-hour crisis phone, text, and chat service provided by the City of New York where New Yorkers can receive free, confidential mental health support.

NYSERDA

The New York State Energy Research & Development Authority, commonly referred to by its acronym, is the lead agency working on greenhouse gas emissions reduction for the State.

Open Streets and Summer Streets

The NYC Open Streets program, overseen by the NYC Department of Transportation, turns residential streets into car-free public spaces in collaboration with community-based organizations, educational institutions, and local businesses. The Summer Streets program brings this concept to large corridors on a limited basis in the summer and includes programming.

Passive house

A voluntary building standard that uses design to dramatically reduce the amount of energy needed for heating and cooling.

Peaker plants

Power plants that run only at times of high energy demand, but often account for a large proportion of greenhouse gas emissions due to their need to power up quickly.

Permanent Affordability Commitment Together (PACT) program

A program through which the New York City Housing Authority (NYCHA) leases its land and buildings to development partners, who conduct repairs and become the property manager. This process also involves conversion of the rental subsidy from traditional Section 9 to Project-Based Section 8, keeping the units permanently affordable.

Premature Mortality

The percentage of people who die before age 65.

Project Pivot

An NYC program intended to help students achieve academic success and social-emotional well-being by giving students access to additional resources in partnership with community-based organizations.

Public Housing Preservation Trust

A State (public) entity that issues bonds in order to fund building renovations in public housing developments. NYCHA remains owner and enters into a long-term ground lease with the Trust and secures Tenant Protection Vouchers as a subsidy. Residents of Preservation Trust buildings will continue to pay 30% of their income toward rent.

Rent Burden, Severe Rent Burden, and Owner Burden

A household is considered rent burdened if rent costs more than 30% of household income, and is considered severely rent burdened if rent costs more than 50% of household income. Owner burden is when a homeowner pays more than 30% of their income toward their mortgage.

Restorative Justice

An approach to addressing criminal behavior that works to repair harm and reduce the likelihood of re-offense.

Right to Counsel

A NYC law that provides tenants facing evictions in housing court or NYCHA administrative proceedings access to free legal representation and advice.

Select Bus Services

Bus service that is designed to improve speed and reliability through features such as lane design, camera enforcement, off-board fare collection, and transit signal priority.

Special Supplemental Nutrition Program for Women, Infants, and Children (WIC)

Provides supplemental foods, health care referrals, and nutrition education for low-income pregnant, breastfeeding, and non-breastfeeding postpartum women, and to infants and children up to age 5 who are found to be at nutritional risk.

Social Housing

Housing that has three primary goals: to become insulated from market forces, promote social equality, and ensure that residents have democratic control over their housing.

State Environmental Quality Review Act (SEQRA)

SEQR requires all local, regional, and state government agencies to equally examine the environmental impacts along with the social and economic considerations for a certain project, or action, during their discretionary review. Agencies must assess the environmental significance of all actions they have the power to approve, fund, or directly assume. If an action consists of multiple phases, sets of activities, or if separate agencies are involved, SEQR requires agencies jointly consider these cumulative impacts during their review. For the City's environmental review process, see "CEQR."

Superfund Sites

Contaminated sites designated by the US Environmental Protection Agency for clean up under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA).

Supplemental Nutrition Assistance Program (SNAP)

Benefit administered by the NYC Human Resources Administration to assist people with limited income to purchase food.

Supportive Housing

Affordable housing with on-site social services for individuals and families who are homeless or at risk of homelessness.

Transit-Oriented Development

Compact, mixed-use communities near transit where people enjoy easy access to jobs and services.

Transit Zones

Areas of NYC designated in the Zoning Resolution where new income-restricted housing is exempt from providing parking. For a map of transit zones, see the Existing Conditions chapter.

Uniform Land Use Review Procedure (ULURP)

A standardized procedure whereby applications affecting NYC land uses are publicly reviewed, in order, by the Community Board, Borough President and/or Borough Board, City Planning Commission, City Council, and the Mayor. The City Charter requires ULURP for:

- Zoning map changes and zoning special permits
- Acquisitions and dispositions of City-Owned Property
- Site selection for capital projects
- Housing and urban renewal plans and projects pursuant to City, State and Federal laws
- Revocable Consents, Request for Proposals, and other solicitations

Urban Development Action Area Program (UDAAP)

A tax exemption program for the rehabilitation or new construction of housing on formerly City-owned land that has been designated by the City as an Urban Renewal Area.

Urban Heat Island Effect

The phenomenon in which urbanized areas experience higher temperatures than outlying areas, due to the fact that dense buildings, roads, and other infrastructure absorb and re-emit the sun's heat more than natural landscapes such as forests and water bodies.

Variance

Provides a property owner with the legal permission to build structures or use land in ways that are contrary to existing local zoning regulations. Variances are granted by the NYC Board of Standards and Appeals.

Vision Zero

An NYC initiative launched in 2014 to eliminate traffic deaths and change the culture on our streets through a comprehensive program of engineering, education, and enforcement.

Voluntary Cleanup Program

An NYC program managed by the Office of Environmental Remediation that supports developers in cleaning up contaminated sites for redevelopment.

Zoning

The classification of land through restrictions placed on its use (land use) and development. Zoning governs the size and use of buildings and has a huge impact on how the city looks and operates.

Zoning Text Amendment, Zoning Map Amendment

Changes to the NYC Zoning Resolution can either be Zoning Text Amendments or Zoning Map Amendments. Zoning Text Amendments do not require the Uniform Land Use Review Procedure (ULURP); however, in practice, the Department of City Planning refers Zoning Text Amendments to the community boards for review. A Zoning Map Amendment is a change in designation or a change in district boundaries for any zoning district on the NYC Zoning Map. Zoning Map Amendments are discretionary actions subject to ULURP.

Zoning Resolution

A document that establishes the zoning districts for the city and the regulations governing land use and development. The Zoning Resolution consists of 14 Articles, 11 Appendices, and 126 Zoning Maps, which together regulate the use, bulk, parking, and other regulations for zoning districts including residence districts, commercial districts, manufacturing districts, and Special Purpose Districts.

APPENDIX 3: DRAFT EXISTING CONDITIONS FEEDBACK SYNTHESIS



Overview

Summarized here feedback received by the Office of the Brooklyn Borough President on Planning for Public Health in Brooklyn: Existing Conditions Report, produced by Regional Plan Association and the New York Academy of Medicine for the Office of the Brooklyn Borough President in November 2022.

Feedback was received from November 2022 through January 2023 via an online form and participation at a public town hall event and synthesized by Hester Street. The feedback is organized by category in the same order it was presented in the Existing Conditions Report, except for Demographic and Socioeconomic, which were combined into one category. High-level themes are identified, followed by bulleted summaries of comments, and specific data and mapping requests.

Feedback for the Draft Recommendations, collected in May-June 2023, can be found in Appendix 4.

Demographic and Socioeconomic

Themes

- Cost of living measurements do not adequately capture all contributing factors and needs to be factored into housing affordability
- Clear explanations of data sources, definitions, and analysis methods are needed for all demographic and socioeconomic measurements

Feedback Summary

General

- There is a need for more banks in underserved and unbanked communities - they are often located on the outskirts of these communities, and cash checking places fill the gaps
- Displacement of elderly people results in the removal of their tax base
- There is a lack of economic inclusion for Black people in jobs and housing and financial literacy
- Black communities are consistently underserved
- Areas in Brooklyn with higher incomes comprise younger populations
- Middle income households are being pressured to sell for development of apartment buildings

Neighborhood Specific

- The child health station in NYCHA Lafayette Gardens in Clinton Hill has been closed for years

Data + Mapping Requests

Needs for Clarification

- Fort Greene, South Brooklyn, South and North Williamsburg disappear as neighborhoods from maps
- Number of recipients of cash assistance in Flatbush and East Flatbush expected to be higher
- More explanation alongside maps (e.g. terms glossary, narrative, clear color coding)
- Need keys and standard names for neighborhoods
- Explain details around data (e.g. where it is sourced, how the data sets are chosen, differences between federal and city guidelines)
- Unclear how food security is defined
- Unclear how perception of public safety is measured or surveyed
- Clarify why the report uses ACS 5 year estimates for some categories like race and ethnicity when actual 2020 census data is currently available
- Poverty map doesn't quite capture how severe the issue is - it needs to be defined
- Comparison of median income with cash assistance doesn't reflect lived experience

Additional Data Requests

- Better metric than cost burden for cost of living in relation to income
- Taxes and water charges to building owners
- Redefine affordable housing to capture all of the variables related to cost of living
- Cost of living at neighborhood scale
- Unbanked people
- More granular crime data from NYPD (e.g. gun violence, lack of public safety, subway safety)
- LGBTQ+ people in Brooklyn alongside accessible safe spaces and services for them
- Disability status
- Disaggregation of more recent Black immigrants from the Caribbean with those who have been here for generations
- Percentage of school age children

- Where health care professionals live and commute to consider efficiency of health service delivery
- Cultural diversity

- There is a food desert in Cypress Hills that aren't reflected on the map
- Some contradiction between CDC reporting and RPA data

Health

Themes

- There is an opportunity to compare health needs to the siting of facilities and infrastructure at the neighborhood scale to address gaps through land use planning
- Many health access issues transcend land use are related to more systemic issues in the healthcare system

Feedback Summary

General

- Fewer doctors accepting Medicaid due to administrative burden, resulting in loss of usual sources of care, overcrowded clinics, less time spent with patients, and loss of cultural competency
- Need clarity on the Mayor's long-term plan for mental health
- City workers working through COVID need a health safety work plan
- Brooklyn is under-funded in public health jobs and housing
- The connection between income/poverty and diabetes/asthma cannot be denied

Neighborhood Specific

- East New York is saturated with people with mental health challenges and treatment facilities - there is a need to spread out resources, provide supportive services and security, and hold property managers accountable for services provided instead of developers

Data + Mapping Requests

Needs for Clarification

- Analyze map intersectionality (e.g. food insecurity as an intersection of cost, access, jobs and affordability)
- There are some areas with low insurance coverage but high in "wellness doctors visit" rates, which doesn't logically correlate
- Sunset Park should have higher asthma rates because it is adjacent to the BQE
- There are more residents in Bay Ridge with mental health challenges

Additional Data Requests

- Maternal mortality and morbidity, but there is not enough data to be significant and without violating patient privacy concerns
- Outcomes regarding prenatal care
- Nursing home utilization
- Fair measures for hospital quality of care
- Break down mental health by chronic vs. acute conditions to know whether there are communities that need more support for coping mechanisms and mental health activities vs. more consistent treatment
- HIV/AIDS case frequency and other STIs and cross-reference that against testing & treatment facilities
- Air quality data at a more fine-grained scale since health outcomes are linked to pretty immediate proximity to cars and traffic congestion
- The extent to which hospitals and other medical centers cover their respective areas
- Concentrations medical facilities by neighborhood

Land Use and Built Form

Themes

- Need to build support for comprehensive planning across political groups to move away from the status quo of spot rezonings
- Changes to land use and zoning need to incorporate hyperlocal nuances and public health considerations

Feedback Summary

General

- Strike a balance between blanketing the entire borough in zoning changes and micro rezonings
- Align with City Council and Community Boards on comprehensive planning

- Higher density of housing along major transit roads is a public health issue
- Supportive of IBX
- Not supportive of congestion pricing
- There is a need for low-income housing for city workers
- Preserve space for non-residential uses to support job growth
- Areas that are losing housing should be prioritized for new housing
- We can't stop development, but maybe we can influence development a bit

Neighborhood Specific

- Much of Park Slope is historically protected and losing housing is problematic
- All of Prospect Park and most of Ocean Parkway should be marked as Scenic Landmarks

Data + Mapping Requests

Needs for Clarification

- Clarify how Transit Zones are defined

Additional Data Requests

- The land values map should use public data sources (e.g. NYC DOF) instead of appraisal values from Corelogic, a private industry database that is not transparent

Housing

Themes

- There is good general awareness of the various tools available to develop and preserve affordable housing, but tools are not being deployed in a comprehensive manner
- Clearly expressing the relationship between housing unit loss/gain and the need for housing at the neighborhood scale would help support the discussion

Feedback Summary

General

- Housing is an aspect of public health
- Skepticism as to whether the current tools (e.g. MIH) can resolve affordable housing

- More development should occur in areas with higher rent burdens and overcrowding, especially when the property values are lower and more easily accessed for developments
- The scale of building needed to relieve housing pressure is somewhat lost - the only way we can build enough housing and not feel crowded is by better using our public space and not having it crowded with free parking
- People are looking for good stable housing and tenants are reliable regardless of whether they are receiving assistance or subsidy - need to acknowledge the stigma and discrimination towards tenants receiving Section 8 among landlords

Neighborhood Specific

- Turn 'zombie apartments' in Flatbush into livable units

Data + Mapping Requests

Needs for Clarification

- Amount of new development seem to be misrepresented in: Crown Heights, the area around the Barclays Center (Pacific Park), Community District 9
- The statement that Crown Heights and Prospect Lefferts Gardens have some of the lowest percentages of rent stabilized housing is not accurate
- Explain the impact of losing units versus gaining units and whether it's the appropriate number of housing units for the people who live there (housing units per capita)
- Explain how we know the data is correct and the best source and that it's being used in a meaningful way
- The definition of crowding is open to interpretation - it may be normal for two kids to share one bedroom
- Housing market pressure map seems incongruent with the maps related to overcrowding and rent burden - the pressure is highest in areas with higher median income
- Missing 350-bed single men's shelter in Community District 9
- Land use map seems to be outdated with the diminishing of 1 and 2 family homes

Additional Data Requests

- Affordable housing preservation and regulation is missing from the report
- Unoccupied units and their effect on affordability
- House appreciation in general
- Ownership by demographics (age, race, income), home value, and length of ownership

- Housing affordability
- Excess FAR available
- Mandatory parking maps (to abolish it)

Transportation and Utilities

Themes

- There is a need for maps of existing and ongoing future plans, like BQE, rezonings and comparisons to other data
- Need to prioritize seniors and differently-abled-bodied people when planning transportation in BK
- More transportation options throughout Brooklyn
- Overall need for more accurate transportation data throughout Brooklyn

Feedback Summary

General

- Monitor air quality and noise pollution inside of subway stations
- Explore cross harbor freight tunnel idea more, especially if it reduces freight need for BQE
- Support CM Avilés bill on air monitoring, expand to around schools and explicitly connect it to remediation measures
- Incentives are too low for private developers to do TOD-related projects - missed opportunity to leverage private money
- Consider the elderly and non-able-bodied people when planning - it's shocking what large sections of Brooklyn remain largely inaccessible by subway or reliable bus service
- Seniors need more transportation options; many seniors struggle with their walkers to get on the bus
- There is a need for more high speed rail deeper into Brooklyn

Neighborhood Specific

- Bike usage stats seem low, especially in Sunset Park - is the data reflective of delivery drivers?
- The Sheepshead Bay bus line is not connected enough to the rest of the network, especially regarding other accessible transit options
- Desire for BP to push the MTA on the Utica Ave subway expansion

- Missing north/south connection in bike network in Prospect Heights/Clinton Hill
- Every neighborhood should have a pedestrianized corridor
- Ocean Parkway bike lane has not been fixed, it needs bike specific traffic lights like in Manhattan
- State is putting out a plan on reducing VMT, massive opportunity for Citibike, BRT, bus network in high VMT neighborhoods in Southern Brooklyn

Data + Mapping Requests

Additional Data Requests

- Bike usage broken out by demographic, jobs (delivery workers vs. other uses)
- Data from MTA on bus segment speed data broken out by bus lane types/configurations - new state open data law requires they release it
- Compare vision zero data with the presence of red-light cameras
- Data on location of Citi Bike outposts? Planned DOT improvements? Rates of transit usage across transit lines?
- Need more granular air quality maps for PM2, etc. and overlays/comparisons to other data
- Include an overlay of health indicator maps with transit access, VMT /driver stats
- Incorporate bus speeds/frequency into bus network map - current map makes service seem better than it actually is
- Data on age of sewage infrastructure, solar/wind infrastructure and power grid

Environmental

Themes

- Green infrastructure is a broad subject and difficult to map
- General concerns about lead and toxins in soil, hazardous waste disposal, cooling centers, how heat impacts violence, water quality monitoring and Brownfield sites
- Former sites that generated hazardous waste like filling stations or industrial manufacturing

Feedback Summary

- Concerns about the Mayor trying to eliminate the need for the environmental review process for certain projects

- Concerns about new development being built in flood zones

General

- Emergency preparedness: could be determined by groups funded to do this work/where they are, or by presence of evacuation centers
- Future zoning and projects should prioritize expanding tree canopy and green open space

Neighborhood Specific

- Brooklyn needs more extensive waste management services; Lafayette/Classon Avenue is a litter hotspot
- 8000 units being built in Gowanus is terrifying given the neighborhood is located in a flood zone

Data + Mapping Requests

Additional Data Requests

- Fixed-source emissions vs. mobile emissions data + map
- Add quality rating for parks to parks data
- Add noise pollution data on
- Stationary Source emissions vs. mobile emissions data on map
- Break out car-based emissions by tailpipe-based emissions like CO2 vs. friction-based emissions like PM2
- Child asthma rates may be better than adult asthma rates to reflect local conditions

Neighborhood Conditions

Themes

- Better understanding on the City's response to zones that are continuously flooded
- Better understanding on the City's response to rat and vermin migration
- What can be done to mitigate minor crimes and block parties in neighborhoods throughout Brooklyn?

Feedback Summary

Neighborhood Specific

- Bed Stuy needs much improvement and housing in jobs, businesses

Data + Mapping Requests

Additional Data Requests

- Data on sites that are continuously flooded

- Sanitation districts especially in terms of vermin mitigation
- Location of and access to dog runs and dog parks, as well as pet ownership (or at least registered dog tags by address)
- Minor crimes and block parties

Other

Themes

- The lack of trust among community members and government officials makes some people question the accuracy of the Existing Conditions data

Feedback Summary

General

- Generally the colors did not read well for people with certain visual impairments / color blindness conditions (consider high-contrast colors instead of gradient shades of colors)

Neighborhood Specific

- Some of the data is confusing – Bed Stuy needs economic inclusion with health, jobs and housing
- Great work – look forward to the next phase

Data + Mapping Requests

Needs for Clarification

- Include footnote on borough-wide asset maps
- Include locations of police and firehouse that service neighborhoods
- Continue to have conversations with CBs to confirm data
- Do any of the data sets leave out populations that are not reporting their data?

Additional Data Requests

- Breaking down data by Census tract so a better story about neighborhoods in the borough could be told
- Data broken down by Community Board may not be representative enough and can “lump together” data from multiple, sometimes different neighborhoods and communities

APPENDIX 4: DRAFT RECOMMENDATIONS AND SURVEY



Draft Recommendations

1) Environmental Conditions

Reduce exposure to hazardous environmental conditions, including those exacerbated by climate change, that affect the most vulnerable Brooklynites

Objective 1.1: Complete remediation of toxic sites in the borough

Metrics: Number of **E-designations, Brownfield Cleanup Programs, Voluntary Cleanup Programs, Superfund sites**

- Prioritize the completion of Brownfield and Superfund cleanup near Army Corps HATS sites
- Give the City and State design build authority in order to expedite resiliency projects
- Coordinate disclosure of environmental risks between the City, State and public

Objective 1.2: Improve indoor and outdoor air quality

Metrics: PM 2.5 concentration, Nitrous Oxide, Ozone, childhood asthma hospitalization rates

- Improve outdoor air quality through Borough-wide mitigation strategies
- Expand tree cover to improve local air quality
- Land Use: Highlight the need for more tree canopy in areas of high heat vulnerability
- Budget: Prioritize funding for parks in areas of high heat vulnerability

Objective 1.3: Protect vulnerable populations from high heat

- Expand tree cover to reduce **urban heat island effect**
- Expand access to air conditioning (AC) in both public and private buildings

- Advocacy: Prioritize intensive public outreach plan to ensure vulnerable populations have access to nearest cooling centers
- Budget: Expand the number of cooling centers
- Budget: Capital program for AC in schools
- Land Use: Require AC in new construction
- Encourage new development to employ sustainable energy practices, such as utilizing passive solar techniques and/or active solar technologies.
- Support borough-wide mandatory curbside organics collection

Objective 1.4: Plan for climate change and future disasters

- Support implementation of Army Corps HATS project that is responsive to public concerns
- Through zoning text amendment, require new evacuation plans for new construction in floodplains.
- Encourage new construction projects to follow City's Climate Resiliency Design Guidelines

2) Health Care

Increase access to quality, affordable health care

Objective 2.1: Lower health care costs

Metric: Reduce household healthcare costs measured by **National Health Expenditures**

- Expand Neighborhood Health Centers in areas with a high concentration of uninsured populations.
- Establishing an Office of Healthcare Accountability to create transparency around cost of services at local hospitals.

Objective 2.2: Remove barriers to health care

- Ensure Brooklynites live within walkable distance from quality health care facility
- Land Use: Site new healthcare facilities in mixed-use development projects
- Advocacy: Build the Interborough Express (IBX) to increase transportation access to critical safety net health care facilities
- Ensure all Brooklynites can access affordable health insurance
- Advocacy: Public Outreach campaign to encourage NYC residents to sign up for NYC Care

Objective 2.3: Reduce complications related to childbirth

Metric: Reduce low birth weight

- Make data public as it relates to complications and death during childbirth
- Highlight the work of the [Borough President's Maternal Health Task Force](#)

Objective 2.4: Increase life expectancy in Brooklyn

Metric: Increase life expectancy in communities where life expectancy is disproportionately low

- Increased awareness and utilization of safe pathways to school
- Ensure adequate lighting on streets to increase sense of safety
- Support strong commercial corridors to ensure eyes on the street
- Expand City's Crisis Management System to support the work of violence interrupters

3) Active Living

Encourage and facilitate a lifestyle that prioritizes physical activity in everyday routines to reduce chronic diseases (e.g., cancer, diabetes, heart disease) in Brooklyn

Objective 3.1: Strengthen Brooklyn's cycling and pedestrian infrastructure

Metric: Reduce rates of adult obesity and diabetes

- Strengthen Brooklyn's bicycle network based on NYC Streets Plan

- Land Use: Coordinate with developers to provide bicycle terminals/parking, and facilities that make biking easier in Brooklyn
- Advocacy: Prioritize protected bike lanes that connect to transit stations, commercial centers, schools, libraries, parks, and other important activity centers
- Advocacy: Remove barriers to implementation of street safety projects
- Advocacy: Require the City to redesign the [truck route network](#) to improve safety and reduce emissions
- Expand and increase access to Citibike
- Advocacy: Expand Citibike across the whole borough
- Advocacy: Site future CitiBike docks in the roadbed rather than sidewalk
- Ensure ADA accessibility on all Brooklyn sidewalks
- Advocacy: Require DOB to conduct survey of subpar sidewalk conditions in Brooklyn
- Land Use: Rationalize builders' pavement plans to improve sidewalk conditions along an entire blockface when a project is in public review

Objective 3.2: Transform public streets as public gathering and recreation spaces

- Redesign dangerous intersections, as described in Vision Zero, using the Complete Streets model
- Ensure every resident has a park or green space within a 10-minute walk
- Ensure every resident has access to free public active open space in their community district
- Advocacy: Support a residential parking permit system

Objective 3.3: Better manage Brooklyn's curb space to remove on-street conflicts

- Adequately price public space devoted to parking
- Advocacy: Increase the location and pricing of metered parking to encourage off-street parking
- Reserve on-street curb space for delivery trucks in every community
- Advocacy: Expand commercial and residential loading zones

- Advocacy: Automate traffic enforcement to deter on-street parking violations

Objective 3.4: Foster healthy and active public spaces

- Promote public spaces, such as open streets and plazas that enhance the pedestrian environment, as well as facilitate the use of public spaces for community activities
- Invest in public active recreation in areas with chronic health disparities
- Budget: Increase funding for active recreation programming and facilities, both within the Parks Department budget and community-based organizations
- Build out a network of school streets, both to emphasize family/childhood health and to bolster schools as a community space in every neighborhood in the borough

Objective 3.5: Reduce food insecurity in Brooklyn

- Develop local food hubs that deliver local produce to institutions and households to increase access to fresh and healthy food

4) Community Services

Increase and support local community-based organizations that focus on reducing health disparities in Brooklyn

Objective 4.1: Expand support for behavioral health, substance use, and interpersonal violence support

Metric: Reduce reported bad mental health days

- Support community facility uses that increase access to affordable behavioral health, substance use, and interpersonal violence support
- Support Project Pivot
- Safe pathways to school
- Support and expand for more art therapy programs in public schools

Objective 4.2: Support community-based organizations through funding and advocacy

- Support small non-profits in communities of color to acquire permanent space

Objective 4.3: Ensure communities with a high number of foreign-born populations have access to translation services, health care facilities, and strong community services

- Explore settlement house model
- Streamline City contracts for translation services
- Ensure public interest law organizations are available for immigration assistance

Objective 4.4: Increase transit access to higher education institutions in Brooklyn

- Support completion of IBX
- Support “micro” transit networks for college students to and from campus

5) Housing

Increase access to safe and healthy affordable housing

Objective 5.1: Develop new affordable housing, especially in areas where housing production has not kept pace

- Require 100% affordable housing, in perpetuity when housing projects receive City subsidy
- Support mission-driven and faith-based projects that further affordable housing development
- If developed on public land, prioritize said groups and develop as 100% permanently affordable
- Ensure all parts of the Borough contribute their fair share of housing
- Land Use: Borough President reserves right to re-file ULURP projects that the Borough President supports and were withdrawn before the approval process was complete

Objective 5.2: Support transit-oriented development

- Support a Zoning Text Amendment to eliminate parking requirements within a quarter mile of subway or other regional rail service
- Proactively plan land use decisions around transit expansions, such as the IBX and Select Bus Service (SBS) / express bus services

- Revisit Transit Zones in the Zoning Resolution to include all areas of Brooklyn that are within a half mile walking distance of subway or other rail services.

Objective 5.3: Preserve and improve affordable and public housing

- Support development of more supportive housing to help address the homelessness crisis
- Support full funding of capital repair needs in public housing
- Combat predatory real estate practices by ending the tax lien sale
- Create options for affordable housing preservation in properties with municipal debt
- Designate all of Brooklyn as a Cease & Desist Zone
- Support tenants through continued support of the City's Right to Counsel program
- Support zoning reforms that facilitate completely electrified buildings with zero-emissions

6) Jobs

Increase access to employment opportunities and support pathways to well-paying jobs

Objective 6.1: Maintain and support manufacturing land

- Incentivize entire wind energy supply chain to locate along Brooklyn's industrial waterfront
- Expand Zoning Resolution special permit that allows property owners in M1-2 zones to build up to 4.8 FAR with mandatory inclusion of 20% manufacturing space beyond Williamsburg and potentially to other M districts
- Secure workforce commitments to advance diversity, equity, and inclusion in the trades and for commercial tenants
- Advocacy: Support rent regulation for commercial tenants

Objective 6.2: Support job seekers and employers seeking career growth

- Continue to fund and expand Summer Youth Employment Program
- Identify critical industry partners to establish workforce training that provides pathways to high-paying jobs

7) Accessibility

Integrate planning for accessibility

Objective 7.1: Ensure Brooklyn is a welcoming place to people with all abilities

Metric: Increase the number of accessible subway stations in Brooklyn

- Ensure MTA station improvements to comply with the Americans with Disabilities Act

Objective 7.2: Raise the standards for accessibility

- Ensure all Brooklyn sidewalks are ADA accessible
- Include ADA design elements in all public projects

Survey

Brooklyn Comprehensive Plan — Borough President Antonio Reynoso

Name _____ Email _____ ZIP Code _____

Which objective would you like to comment on first?

For example, “1.1: Complete remediation of toxic sites in the borough”

How well do the recommendations address this objective?
Circle one:

1 2 3 4 5

Very poorly

Very well

What are some potential challenges to implementing these recommendations?

Are there any recommendations that are incomplete or missing to meet this objective?

Which objective would you like to comment on next?

How well do the recommendations address this objective?
Circle one:

1 2 3 4 5

Very poorly

Very well

What are some potential challenges to implementing these recommendations?

Are there any recommendations that are incomplete or missing to meet this objective?

Which objective would you like to comment on next?

How well do the recommendations address this objective?
Circle one:

1 2 3 4 5

Very poorly

Very well

What are some potential challenges to implementing these recommendations?

Are there any recommendations that are incomplete or missing to meet this objective?

APPENDIX 5: DRAFT RECOMMENDATIONS FEEDBACK & SYNTHESIS



The below represents a summary prepared by Hester Street of the feedback received from:

- the survey on draft recommendations;
- public workshops on existing conditions and draft recommendations;
- Focus groups on health and housing, built environment, and environmental justice;
- Advisory Committee input;
- Additional stakeholder meetings; and
- other feedback provided to BBPO.

Overall Comments on the Recommendations

- There seems to be a step missing between the analysis (existing conditions) and the goals that clearly spells out how one is informing the other, i.e. where certain goals might be a priority, where certain actions are particularly appropriate
- It would be worth encouraging community plans that match these goals, objectives and recommendations and noting that the BP would support their development and help to move them forward

1) Environmental Conditions

Headlines:

- **Vehicle emissions and tree cover are the most major factors of air quality, and should be treated first.**
- **There are hesitations regarding remediation of toxic sites due to funding, timeline and process, bureaucracy, and unintended consequences.**
- **Cooling centers do not treat the root cause of high heat vulnerability, unlike tree planting and maintenance.**
- **Similarly, a root cause and preventative approach needs to be taken for disaster preparedness measures in the borough.**

Objective 1.1: Complete remediation of toxic sites in the borough

- Sewage system
 - Clean up sewer from waterways
 - Fix sewers
- Funding and process challenges
 - There will be difficulty procuring and coordinating federal, state, and municipal funding
 - Bureaucratic difficulty, including coordinating between government agencies and garnering interest and support of elected officials
 - Slow timeline and pace of Army Corps, EIA, EIS, and EPA

- HATS might not happen; shouldn't focus on this as priority for remediation
- Public distrust from improper, nontransparent, inequitable communication and education
- Ongoing, conflicting feedback from various stakeholders
- Serving biases of special interest groups and real estate agencies using loopholes
- Unintended consequences of remediation
 - Displacement of residents, businesses, and transportation infrastructure (namely roads and sidewalks)
 - Neighborhood toxin/dust exposure and water contamination during cleanup
 - Be more intentional about waste collection and management

Objective 1.2: Improve indoor and outdoor air quality

- Air quality
 - Fewer cars and trucks on the road, and better enforced idling laws, as they are the biggest source of emissions and airborne particles
 - Update housing infrastructure and ventilation in schools for better indoor air quality
 - Increase citywide air quality sensors and independent air monitoring surveys
 - Crack down on illegal dumping and trash on streets

- Price parking higher on high heat or low air quality days to reduce dependence on cars
- Don't cherry-pick high heat parks for political reasons
- Create zoning regulations and permits for pollution sources
- Assess nitrous oxide levels and causative factors for asthma
- Address dust, asbestos, and construction emissions
- Reduce emissions by banning any truck idling with exception
- Improve monitoring, including for ethylene oxide and PFA blood testing
- Report regularly and transparently, leveraging community boards to share info broadly
- Highlight EJ zones across borough and redesign BQE
- Concerns about needing more retail options that reduce the number of vehicle trips needed for everyday life
- Tree cover
 - Citywide budget commitment to tree plantings
 - Tree maintenance is important for preventing hazards, like sidewalks broken by roots
 - Homeowners should get benefits for planting trees, and should not be liable for damage caused by city-planted trees
 - Need for tree guards to prevent trash dumping in tree beds
 - Convert plazas into parkland
 - Incentivize or require green roofs, parkland, and other existing spaces for greenery
 - Equitable distribution of tree canopy, including prioritizing parks and working-class neighborhoods
 - Plant more street trees, and upkeep them with proper care
 - Plant more trees in parks, like Maria Hernandez and Luna Parks, and put in less astroturf to mitigate heat

- Work with EJ groups and youth organizers doing early engagement around BQE
- Include specific calls for maximizing trees/rain gardens in private developments and public streets

- Budget

- Need for increased funding for parks, green infrastructure, and libraries

Objective 1.3: Protect vulnerable populations from high heat

- AC

- Many think A/C is a bad solution
- Reliance on carbon-emitting cooling such as AC over passive cooling increases energy usage, causing emissions
- It's expensive
- AC uses a lot of electricity, so need to ensure the grid can handle increased use
- Brownouts are common during high heat, rendering ACs useless since electricity will be out
- Cooling indoors means higher outside atmosphere
- Requiring AC in residential new constructions may needlessly drive up rent or purchase pricing in the area
- Alternative to AC suggested by a few: Require heat pumps, and not inefficient PTAC or window units
- Others think AC should be required in religious spaces, schools, low-income households, and senior households
- Increase with incentive programs, cool roofs, and improved HVAC systems
- Concern about large buildings and their effects on the heat island effect

- Tree cover

- Yes to trees and no to AC as a cooling strategy, especially on rooftops, and especially in public housing
- Cool roofs and permeable paving for reducing the urban heat island effect
- Arguments against more trees
- Tree pits become toxic dumping grounds, especially in proximity to homeless shelters

- Trees take a long time to create a true canopy
- Establish solid strategies for expanding tree covers in communities throughout the borough
- Cooling centers
 - Public housing should have cooling centers
 - Rent or install targeted emergency cooling stations for school-year emergencies
 - Arguments against cooling centers
 - Cooling centers add to the heat island effect if not powered by renewable energy
 - Cooling centers like libraries are very vulnerable to the whims of city funding
 - Barriers to access for people with disabilities, seniors, people who live in low density areas that would have to travel long distances, and people with pets who aren't allowed in
 - Establish cooling centers for seniors to go to on extremely hot days
- Waste
 - More frequent e-waste collection events
 - How will mandatory curbside compost be enforced equitably, across neighborhoods of different income levels?
 - Reduce exposure to toxins especially around Superfund and brownfield sites
 - Provide better communications / strategies / direction from city agencies on what people are supposed to do once they know their homes are on contaminated soil
- Other
 - Provide more free indoor or covered spaces for New Yorkers
 - Invest in expanding public pool access and splash pads
 - Encourage Passive House development to reduce the electrical demand of heating and cooling
 - Highlight the citizen science work happening in the city (i.e El Puente, THE POINT CDC)

Objective 1.4: Plan for climate change and future disasters

- Army Corps HATS project
 - HATS might not happen - don't plan around it
 - Get professional-level assessment before/after HATS project
 - Requires massive capital project commitments which the city is not able to do at a reasonable price
 - Incorporate soft infrastructure for climate adaptation instead of Army Corps HATS plan only
 - CB 15 very supportive of Army corps project
- Sewers
 - Sewer infrastructure is woefully outdated and our homes regularly flood in minor storms from sewer backflow
 - Budget for sewer reconstruction and enlargement in non-coastal neighborhoods identified by DEP as at risk for flooding due to increased rainfall due to climate change and increased sewer run offs from new development
 - Push for EIS to address cumulative impacts of development on sewers. Brooklyn's sewer sheds at Owls Head and Jamaica Bay each serve a large part of the borough meaning that the cumulative impact of development throughout the borough (the most of any borough in the last ten years) stretches far beyond the usual radius of 5 blocks.
 - Additionally, as 98% of all development is "as of right" per city planning, studies of the cumulative effects of as-of-right development are needed.
 - Need better waste management, collection and storage / containerization; provide examples on how its all connected
- Construction and zoning
 - Require that new construction follows the guidelines, not just recommend
 - Prevent new building in floodplains
 - Rezone less vulnerable areas so housing demand isn't pushed to flood-prone areas in the first place.

- Awareness and input
 - Ensuring communities are aware of these projects, with strong, consistent engagement and multiple means of communication, since the impacts from climate change will happen at the neighborhood level
 - Establish and enumerate objectives in planning stages
 - Needs local, state, and federal participation, but there is a lack of interest among electeds to pass technical legislation like zoning text amendments, as well as a lack of input from local environmental groups and community groups in plans
- Disaster preparedness
 - Prioritize, invest in, and zone for nature-based solutions to storm surge and sea-level rise
 - Prioritize interventions like oyster reef restoration (rather than seawalls) as a way to mitigate damage from future disasters
 - Consider innovative or traditional building construction techniques and home types used in countries where flooding is common (i.e., floating homes, buildings with ground floor voids)
 - Include mandates for greater percentages of landscapes in flood areas
 - Provide adequate relocation plans for low income communities who will be displaced by rising sea levels
 - Legalize basement apartments so that they have to be safe to live in.
 - In Red Hook, create a sponge park by the water, and align Army Corps HATS project with truck route design on Halleck St
 - Create a mitigation plan for flooding (stormwater, rising groundwater, rising seas) especially in communities like Red Hook
 - Consider areas for managed tactical retreat, especially from flood-prone areas, and daylighting waterways
 - Acknowledge the relationship between flooding and housing vulnerability of basement units, need to channel new development outside flood zones
 - Establish protocol to check on seniors and other vulnerable populations on extremely hot days and when they're emergencies
 - Provide ACs to seniors that do not have them
 - Set-up a buddy system / program to check-in on seniors and vulnerable populations
- Other:
 - Some responses and action steps to the recommendations can be cost prohibitive or an impediment so having a better understanding of how to appropriately respond to the environmental concerns would be helpful.
 - Need to define social resilience; separate from resilient infrastructure, could refer to building knowledge or adding services like funding orgs to fill community fridges, creating neighborhood plans for when extreme weather is happening,
 - Social resilience as the ability of communities to withstand change through anti-displacement measures, increasing community services, and better organized communities with resources; defined in terms of setback and comeback
 - Include transportation as an emerging priority as it relates to EJ concerns

2) Health Care

Headlines:

- **Metrics, accountability, transparency, and access are all tenets of health care improvements that resonated with people who provided feedback and input.**
- Overall: health metrics can vary across race/ethnicity, so “healthy” needs to be clearly defined

Objective 2.1: Lower health care costs

- Office of Healthcare Accountability
 - Improve metrics and operating guidelines to define quality for health centers
 - Establish accountability systems to measure and address quality
 - Include in recommendation how the office of transparency plans to address barriers to equitable healthcare
 - Concern that new office will just create more bureaucracy
- Neighborhood Health Centers

- The ideas need more explanatory details and community involvement
- Costs, staffing, and construction timelines are issues
- Create specialized clinics to address care needs
- Direct contracting with MCO (Managed Care Organization) through MRT (Medicaid Redesign Team)
- Neighborhood Health Centers often do not serve people with disabilities
- Wraparound support services addressing the social drivers of health
- Determine which types of healthcare facilities, urgent care centers and neighborhood centers are necessary in communities
- Advocate for more maternal health and nutrition centers
- Providers
 - Improve training for caregivers and support for aides
 - Ensure culturally competent providers and training
 - Rely on institutional partners for support
- The B46 bus line is a critical connection to healthcare facilities across the borough, but MTA has proposed cutting it
- Access-a-Ride needs to be fixed
- Insurance
 - Universal free healthcare for all
 - Support efforts to expand health insurance coverage – NYC and NYS programs
 - Lowering healthcare costs needs to address insurance and pharmaceutical industries
 - Along with cost reduction, providing information on low-cost and no-cost health insurance options
 - Bureaucratic inefficiencies with government-run health options
 - Public employees should be able to keep their Medicare
 - Programs to help uninsured New Yorkers and negotiate down healthcare bills
 - Graduated/sliding scale system for need-based eligibility
 - Integration and collaboration between NYC Cares and NYS Essential Plan

Objective 2.2: Remove barriers to health care

- Hospital access
 - Walkability to health care facilities is very important, as is transit reach and siting in underserved communities
 - Walkability includes repairing sidewalks and providing ramps for safe navigation, not just distance
 - Also includes follow up care: Providing pharmacy services and placing centers close to markets
 - Facilities need to meet the needs of people living with disabilities
 - Support visiting nurse and physician services for home-bound patients
 - Approved dental facilities, neurologists, orthopedics, etc.
 - Build hospitals near transit stops in Crown Heights
 - Incentivize housing for seniors and disabled people near hospitals
- Research the strong overlap between poor mental health care, avoidable hospitalizations, and lack of healthcare
- Help small employers provide affordable insurance plans, as NY marketplace is too expensive for many
- Health care workers: more ADA and mental health education and training
- Better understanding of how people are utilizing health insurance; building off data of how many people visited a physician in the last year and community needs assessments
- Overlay ER visits and health insurance status
- Address implicit bias in healthcare
- Lack of coordination of services/continuum of care
- Elders are isolated in their homes because buildings aren't accessible and elevators are broken. The process for receiving and installing mobility systems through Medicare is complicated and lengthy.

- Ensure healthcare facilities are truly accessible to all disabilities and that staff are trained to work with certain populations, accommodate special dietary needs, etc.
- IBX
 - Need for transportation access beyond the Brooklyn-Queens connection
- Public outreach
 - Outreach through hospitals for efficiency
 - Collect feedback on programs regularly

Objective 2.3: Reduce complications related to childbirth

- Staff
 - Improve training programs for caretakers, including diversity and bias education for medical staff in maternal care
 - Address racial and socioeconomic disparities in maternal mortality, especially against Black mothers
 - Support the community of doulas to address racial disparities
 - Poor treatment of women, and especially pregnant women, in the healthcare system
- Access to care
 - Improve access to comprehensive healthcare services and literacy
 - Shore up aides to work in various healthcare settings
 - Leverage community hospitals for outreach
 - Meet women of childbearing age in spaces where they are comfortable and engaged
 - Lack of availability of doulas and midwives
- Data
 - Ensure transparency in data collection and reporting, and make data public and easily understandable
 - Collect data on visits in emergency rooms up to 3 months postpartum to identify and prevent the top childbirth complications

- Maternity leave and financial support
 - Address stress by providing maternity and paid family leave
 - Support with money, food, and childcare for low-income mothers-to-be
 - Diversification of healthcare workforce with childbirth education and expertise
 - Create partnerships with medical institutions in Brooklyn to initiate career pathways aimed to improve quality of birthing experience for pregnant people (i.e. midwifery and doula programs)
 - More financial support for birthing facilities and centers
 - Provide mental health support to pregnant people and parents after giving birth
 - Provide mental health and financial support to unhoused pregnant people or living in the shelter system

Objective 2.4: Increase life expectancy in Brooklyn

- Older adults
 - Improve + support senior living, assisted care, and home health aide systems
 - How can we address hearing loss, as a disability?
 - Subway safety
 - Need to improve the social safety net for the elderly
 - Need senior supportive housing
 - Provide more resources for older adults to improve their quality of life and life expectancy
 - What about NYCHA seniors? Include NYCHA resident occupant health and safety and quality of life measures
- Housing conditions + life expectancy
 - Clear link between the two, especially for NYCHA residents
 - Housing quality is important as a social determinant of health
- Nutrition
 - Look at healthy food deserts in lower income neighborhoods

3) Active Living

Headlines:

- **Safety for cyclists and pedestrians via improved, expanded infrastructure is a big priority. More needs to be done to inform/educate and enforce traffic rules for cars, e-bikes, and pedal bikes.**
- **Many concerns regarding the residential parking permit system were raised, including pricing, shortage of parking, and mobility / accessibility issues.**
- **Increased green space and access and community recreation and programming are critical.**
- **There is mixed feedback to parking management recommendations.**

Objective 3.1: Strengthen Brooklyn's cycling and pedestrian infrastructure

- Safe cycling infrastructure
 - Connect the greenways/trails so that there's a long protected multi-use trail
 - Enforce bike lanes for pedal bikes - not e-bikes or mopeds
 - The DOT is making great progress on expanding the bike network, but much of that progress is squandered by vehicles invading the bike spaces
 - Improve enforcement of cyclists adherence to traffic rules
 - There needs to be significant education and advocacy on changes to streets when implemented, for both drivers and bicyclists
 - No bikes or e-bikes on sidewalks
 - The metric should be the number of protected bike lanes, which the city has failed in its commitments to create
 - Coordination and collaboration with DOT is too slow, the borough needs to speed up the pace
 - Current reliance on CB's preferences will make it harder to implement bike lane expansions
 - More bike lanes to increase safety, like Schermerhorn
 - Add a bike lane on Atlantic Ave, all the way to the airport
 - Protected bike lanes in all of Brooklyn also increases accessibility

- Introduce separate traffic lights for bikes (trucks/construction, scooters, etc.)
- Concern about e-scooters using bike lanes and the rise of different micro mobility travel patterns
- Citi Bikes
 - Make Citi Bike docks shorter and on larger sidewalks rather than in the street – placing Citi Bike docks in the roadbed removes parking spots and ease of choice of other transportation options.
 - Make free for New York residents
 - Put Citi Bikes in all transit deserts and all parks
- Other
 - NYPD parks all over Brooklyn sidewalks, especially near precincts. That practice needs to end before we can ensure ADA accessibility on all Brooklyn sidewalks.
 - Support schools in starting bike bus programs

Objective 3.2: Transform public streets as public gathering and recreation spaces

- Residential parking permit system
 - The residential parking permit system should be as close to market rate as possible, with subsidies to select populations with specific needs (e.g., accessibility needs)
 - Pricing it at less than market rate is just subsidizing car owners. The proceeds from the permits could fund street safety and public realm projects
 - Gradually taper off of the number of parking permits issued, so we can slowly reduce parking demand and reclaim our streets over time
 - Residential park permits will make it difficult for residents to invite friends and family to their area since it will levy an added cost on visitors who are approved and encouraged to visit residents.
 - Residential parking permit system will be a real challenge given the shortage of parking that already exists.
 - We know neighbors who park 1+ miles away from their home, and it's not necessarily due to non-neighborhood folks parking in our neighborhood, but just a shortage
 - Residential parking MUST take into account people with mobility limitations.
 - Designate specific handicapped parking spaces for those who qualify.

- Should also be required that with the residential parking permit system, cars must be registered in NY.
- Residential parking permit systems may make it harder to change curb space used for parking to other uses that more equitably benefit Brooklyn residents
- Curb space already inequitably over prioritizes parking
- Residential parking permit systems may make those who hold them feel even more entitled to curb and street space and potentially increase double parking depending on how it's implemented.
- Vision Zero
 - Modal filtering, diverters, and superblocks are great ways to create bike and pedestrian infrastructure without creating dedicated lanes.
 - We need daylighting at intersections with real hardened protection, not plastic sticks.
 - We should raise crosswalks and intersections on all neighborhood streets. Arterials are designed for through traffic, neighborhood streets are not. Therefore, we should be designing neighborhood streets to be safe and pleasant over being quick.
- Traffic + walkability
 - LPIs should be greater than 7 seconds, at every intersection
 - Enforce no trucks on non-truck routes, to increase safety, and fewer trucks in general
 - Every school should have an Open Street
 - Use planters to keep bikes, motorbikes, and vehicles out of sidewalks
 - Safe sidewalks includes violence prevention
 - Need for more “healthy streets”
- Green space
 - Need to address upkeep of community greenspace via neighborhood groups that look after the greenspaces, creating new open space without thought on sustaining oversight will lead to spaces that fall into disuse and disrepair.
 - More green space overall – small scale (i.e. window boxes), street scale (i.e. street trees), and large scale (i.e. public community gardens)

- Build community gardens and green roofs in food deserts
- More green space = better mental health outcomes
- Expand and improve programming at community facilities

Objective 3.3: Better manage Brooklyn's curb space to remove on-street conflicts

- Parking
 - Car owners will create a false narrative that this will harm business.
 - Government vehicles (including government employees or others utilizing placards) must not be given free rein to ignore restrictions.
- NYPD
 - The NYPD will violate the parking rules they are supposed to enforce
 - Remove parking enforcement from the NYPD entirely. Automated enforcement should target them, and the city should not reimburse them for parking fines.
 - Pricing the curb correctly is super important
 - Curb space is very scarce and in high demand. We cannot keep tolerating the safety issues with double parking and traffic because we refuse to allocate curb space properly.
 - This doesn't address the availability of parking, yet it aims to discourage on-street parking. We do not yet have enough availability of off-street parking, and should focus more on that before increasing pricing or scarcity of on-street parking.
 - Some areas (especially south Brooklyn) do not have adequate public transportation. People rely on cars to get around- even to get to the closest subway station. Increasing the price of metered parking is unfair in these areas.
 - Implement Parking Benefit Districts (see: Donald Shoup) and spend the revenue paying for the rest of the comprehensive plan.
 - Before increasing the price of metered parking, create more off-street parking first
 - Charge by zones to hold drivers accountable to have legal plates
 - Support small businesses with enforced loading zones

- NYPD for street safety
- Major concerns about parking in CB 7, and one member of CB 3 concerned that parking demand management was a euphemism for less parking
- Support for eliminating parking minimums in CB 14
- Commercial and residential loading zones
 - Delivery drivers have enough space. We have a healthy balance on this.
 - The amount of double-parked vehicles will not be decreased unless there is consolidation or centralization of these vehicles.
- Other
 - Mandate 20-feet of daylighting at intersections on all sides and work towards concrete curb extensions to build out that daylighting so cars cannot block it. When drivers are better able to see vulnerable road users and other cars at intersections, streets are safer and easier for everyone to use!
 - Fight for home rule so we can add red light and speed cameras on all major intersections (I see at least one red light run a day currently, and usually many).

Objective 3.4: Foster healthy and active public spaces

- Open space
 - •Initiate some events to let people start using the new open spaces
 - Car owners will create false narrative that this is bad for business or dangerous to people with limited mobility
 - Areas that are already within a ten-minute walk of public open green space do not need open streets, which have also delayed or obstructed emergency services in some areas, thus leading to poorer health outcomes. Most plazas are too small for "active" uses but greenery and cultural programming are nice.
 - Increase DOT support for Open Streets so that opening, maintaining, and enforcing the Streets doesn't fall entirely on unpaid volunteers
 - Reform the liability of Open Streets so it doesn't fall on the organizers and is borne by DOT
 - We must provide more places to SIT. This may seem counter-intuitive to promoting activity, but research shows that people will walk more if there places to sit along the way.

- Work with Parks Department and DOE to use under-utilized spaces
- CB 13 concerns related to the unregulated activity on the boardwalk, as well as the design of the proposed redesign of the boardwalk with concrete
- School streets
 - Ensure that priority for school streets is given to public schools, and not private schools
 - Use of school yards, by community organizations when school is not in session, should be encouraged.
 - Support school construction and roofs, schoolyards, not street
 - The study of street closures should be considered on a case-by-case scenario.
 - Ensuring dangerous corridors are made safer throughout Brooklyn so everyone can easily access these new public spaces and school streets safely
- Recreation
 - Increase the number of lifeguards at public swimming pools.
 - Bring back the early bird and night owl lap swimming at the public swimming pools.
 - Replace all the pool management at the Red Hook Pool (the white shirts)
 - To make schools and public spaces "healthy" and "active" — there needs to be a budget for programming and land reserved for such activities — tennis courts, swimming pools, playgrounds, school gyms, outdoor summer camps, community gardens. The main goal of this section and a few others appears to be removing space for parking and driving, which does not address this goal more than tangentially.
 - Support CBOs + community boards in programming around health + wellness
 - Make NYC Parks summer camps free and available for lower income families
 - Provide better infrastructure to help people make the choice to engage in active living
 - Need to think about longevity and sustainability when proposing city-wide recreational programming (i.e. CitiBike membership to NYCHA residents); what happens when funding goes out?

- Accessibility
 - Active living and health recommendations often focus on able-bodied population
 - What programs and practices can reach differently abled people?
 - People with disabilities need more assistance to prioritize physical activity in everyday routines to reduce chronic disease

Objective 3.5: Reduce food insecurity in Brooklyn

- Grocery stores, green markets, and food hubs
 - Work with some of the already existing local community farms
 - How can these local food hubs also work on the issue of food waste and partner with local grocery stores etc to address that problem?
 - Will this be a free service? Reduced cost? Will this be accessible to people who need it?
 - Encourage supermarkets to develop rooftop farms to grow produce they can sell.
 - Incentivize landlords to rent commercial spaces (especially in mixed-use development) to grocery stores and green markets
 - More context / data on how nutrition, access to health-care and crime correlate
 - How can we make fresh food more affordable especially in large immigrant communities
- Other feedback
 - • Provide better definition for active living

4) Community Services

Headlines:

- **Support should be directed to CBOs who are already experts at providing services in their communities, but lack the resources to build and maintain the systems.**
- **Mental health is in need of critical research, services, and investment.**
- **CBOs lack resources and the ability to secure permanent space.**

Objective 4.1: Expand support for behavioral health, substance use, and interpersonal violence support

- Facilities
 - Too much focus on funding new clinics/facilities. The community already has these, but they are struggling. Before building new, improve what we have. Build up the systems that people already trust.
 - Need to redesign our healthcare system so that people who are doing community-based public health work are at the table with decision-makers.
 - Providers experiencing PTSD from violence - Who is providing care for the caregivers?
- Art therapy programs
 - One of the most important recommendations – it can actually help to alleviate and deter violence affiliation, behavioral health issues, and substance abuse attractions.
 - However the main challenge to implementation, is baseline budgeting within our public school system to ensure that all children have arts/music/dance/and creative instruction as a permanent course within the department's core curriculums.
 - Arts and music should never be dependent upon discretionary funding or outsourced to after-school program providers that can change from year to year
 - Rely on CBOs who are DOE vendors for these programs
 - Increase exposure of existing arts and culture spaces
 - Open underutilized arts and culture spaces as coworking spaces
- Mental health

- Expand on Project Pivot! So That we can get behavioral health supports in public facilities, and not just for students! (i.e. so use schools, government buildings such as new HRA building coming up at the Broadway Junction)
- The specific kind of behavioral health support is important. Making sure we invest in the most effective science-backed methods. There are many health facilities in our BiPOC communities, and yet the existing conditions still are what they are.
- Lack of awareness among the community about the available resources and services.
- Many people may not be aware of substance use support
- A major challenge is staffing -- need to invest in workforce development for behavioral and social support. Utilize peer educator/support models.
- Non reporting of behavioral health issues and abuse, and lack of outlets to report to
- Increase research
- "Self-reported" data doesn't truly capture lived experiences
- Prioritize mental health of vulnerable populations
- Help people understand the mindspace of someone to help them understand the benefits of being active and health, connected to generational messaging
- Continue to build relationships at high-level and interpersonal levels
- Address "weathering," in which the extra stressors and hypervigilance of living in a community cause anxiety and long-term issues
- Excessive noise causing stress
- Address the stigma around mental illness in the community, especially schizophrenia and bipolar disorder, so that people can receive the care they need

Objective 4.2: Support community-based organizations through funding and advocacy

- CBO support
 - Finding the space is always a challenge. Then finding the funding. Then maintenance, things break.

- The recommendation to support small non-profits in communities of color to acquire permanent space can be effective in addressing the objective of supporting community-based organizations through funding and advocacy.
- Many non-profit organizations "close" within the first 3 to 5 years of their incorporation because they are just not equipped to successfully manage programming, payroll, fundraising, and many of the "back-office" requirements to maintain operations.
- Acquire BUT must also focus on being able to sustain and fund general operating.
- Defund the NYPD and give funding to these community-based non-profits.
- Use BPO discretionary funding process and center equity

Objective 4.3: Ensure communities with a high number of foreign-born populations have access to translation services, health care facilities, and strong community services

- Language access
 - Limited resources: Funding for initiatives such as settlement house models, translation services, and legal assistance may be limited.
 - Resistance to change: Some stakeholders, such as health-care providers or City agencies, may resist changes to their current practices or may not prioritize the needs of foreign-born populations.
 - Language and cultural barriers could impact the design and delivery of services and may require additional resources to address.
 - Legal and policy barriers, such as restrictions on funding for certain services or limitations on the availability of legal assistance
 - Provide education and outreach to immigrant communities to increase awareness of available services and resources
 - This may involve partnering with community-based organizations or cultural brokers to facilitate effective communication and engagement.
- Support small grassroots ESL tutoring
- Offer ESL courses at more public spaces
- Provide CBOs who serve foreign-language communities with free and accessible translation services

- Schools
 - Increase off-campus access
 - Lack of access to good, safe, schools

Objective 4.4: Increase transit access to higher education institutions in Brooklyn

- IBX
 - The IBX is probably decades away: not enough funding and not putting key people in position to see this through
 - Build hubs in specific locations on campuses for pick-ups and drop-offs
 - Micro transit networks and special low-cost tickets for students
 - Stipends, metro-cards to get to and from institutions or transit networks
 - Support retrofits at existing stations to enable easy transfers between IBX and other lines
 - Alternative suggestions
 - Heavy rail model instead of existing light rail plan
 - Build hospitals instead of IBX
 - While Red Hook is also highlighted as a priority area, the proposed IBX route and its purported benefits will not be going through Red Hook - are there any transportation plans/ideas for Red Hook?
 - Concern about improved facilities and access exacerbating gentrification
 - IBX should be passenger and freight
- LIRR
 - Connect East NY LIRR with Broadway Junction
 - Lower LIRR below ground at Atlantic Ave and reuse the structure as a park
- Broadband access
 - Increase data research
 - Role of community block parties in social resilience

5. Housing

Headlines:

- **Deeper affordability, more access, wider geographic spread, reform to AMI, ULURP, and MIH, fair share, and more preservation.**

Objective 5.1: Develop new affordable housing, especially in areas where housing production has not kept pace

- New affordable housing
 - The City should work to secure that community banks are approving the purchase of land or properties for affordable housing units.
 - New developments of 25+ units should set aside a minimum of 5-10 units for fair affording housing.
 - Public dollars (state and city hurdles) and lack of city-wide comprehensive planning hinder market solutions.
 - There's too much opposition from for-profit real estate interests, whiter, wealthier areas, NIMBYism and homeowners, community boards and politicians.
 - Public land and subsidy should be used to the broadest public benefit instead of giving any particular non-profit a leg up
 - Public land should prioritize LOW INCOME housing (not public housing).
 - Public land should be exempt from density, height, and setback restrictions to maximize 100% affordable housing on public land.
 - If a project receives City subsidy, subsidized housing should be created in return. However, it should not necessarily be 100%.
 - The focus is too heavy on new development and new facilities, as opposed to investing in communities, holding bad actors accountable, or fixing broken systems
 - Some homeowners would like to build ADUs in their yards to accommodate growing families, but getting ADU permits is difficult
 - There are many local developers – mission-driven and MWBE, but they are small and can't access City contracts. The City should be working more on capacity-building for these groups – helping them access financing - and prioritizing them over developers who are not from the community.
 - Allow tenants in affordable units in new development to access amenities

- So much of new development seems to be hotels rather than permanent housing
- Need to require 100% affordable housing
- Support mission-driven and faith-based projects
- Support zoning reforms that facilitate complete electrified buildings with zero emissions
- Concerned about infrastructure needs before additional housing (DEP infrastructure, schools, open space, etc.)
- Concern about lack of specificity in terms of affordability targets by community district, and the fact that many residents cannot even afford income-restricted housing at the lowest income targets available (e.g. in Bushwick)
- CB 11 very concerned about new housing, in regard to design aesthetic matching the neighborhood, garbage pickup, on street parking, and rental costs, and existing infrastructure conditions in the district, especially sewage backup and flooding
- AMI
 - Affordability levels aren't addressed, and in my district the standard 130% AMI projects are at or above market rents.
 - Concern raised about new development: AMIs are too high, local families can't access
 - More clearly define what you mean by affordability, with an emphasis on deeper AMIs (ELI/VLI) - better to have less than 100% affordable at deep affordability levels than 100% that is mostly MOD/MID AMI levels
- Fair share
 - The City has artificially constrained housing supply with onerous exclusionary zoning.
 - Neighborhood typology should be defined with metrics that the office will use to define the places that aren't contributing fair share (e.g. number of new units, high opportunity area, low displacement risk, racial and income demographics) - this can allow the office to more clearly push for projects in areas that fit the metric of not doing their fair share
 - We especially need new affordable housing in areas that have not kept pace
 - Identify the policy "teeth" of the plans for more development in South Brooklyn in light of concerns about difficulty of overriding politics and how the BP will deal with any disagreement from communities
- CB 11 believe they already have had a lot of growth in their district
- CB 17 wants more nuance applied to "South Brooklyn" and the assumption no development is happening there, when in fact there are corridors that are experiencing overdevelopment (e.g. Farragut and Nostrand)
- MIH
 - Add financing options that target deeper affordability
 - Deepen the thresholds required to qualify for subsidies
 - Consider community specific thresholds
 - Low rent for all
 - Add recommendation that projects should (or must) go beyond MIH, at least in certain defined neighborhoods
 - Determine how 421A will affect MIH and figure out the right incentive with the right affordability
- ULURP
 - Lack of citywide comprehensive planning.
 - Zoning restrictions discourage new development.
 - Regulatory burdens and limits of state law.
 - FAR (Floor Area Ratio) caps, parking minimums, and basement apartment regulations are suggested to improve housing safety, usability, and affordability
 - The BP can make recommendations – how else can you push on affordable housing?
 - Dissatisfaction with the current amount of input/opposition that the current ULURP system allows
 - Community Districts are a large scale, so consideration should be made for neighborhoods within Community Districts with unique issues/struggles (e.g. Red Hook)
 - Clarify the intention of allowing the BP to refile applications and how this would work - presumably it increases leverage to reach a deal or understand that the BP will refile
 - Hesitation around the refile power being used for projects CBs might oppose
 - Concern raised in CB 2 about proliferation of luxury development, especially in Downtown Brooklyn, and lack of affordable housing options in the area

- CB 11 would like to have more say in as-of-right developments and more open communication with other agencies regarding planning and construction projects in the district

Objective 5.2: Support transit-oriented development

- Transit zones
 - Expand transit zones to include bus stops + shelters, including in ZFA
- Transit oriented development
 - Align additional development with more frequent bus/subway service
 - What to do with transit hubs that are zoned for manufacturing (m-zoned)
 - Incumbent homeowners restricting new developments in transit-rich areas
 - Add recommendation to prioritize affordable/supportive housing developments near transit
 - Add recommendation to use metric to identify high-opportunity, low-density areas around existing transit
 - Concerns there are no soft-sites near subway stops in the neighborhoods (sites where a specific development is not currently proposed or being planned, but may reasonably be expected to occur by the projected build year)
 - Concerns about transit deserts, and whether buses are part of the long-term strategy for increasing access to public transit

Objective 5.3: Preserve and improve affordable and public housing

- Supportive housing
 - There are differing opinions on supportive housing, with some expressing concerns about its effectiveness, potential impacts on the community, and the need for alternative solutions to address homelessness and mental health issues.
 - Essential to establish the direct link between acute and post-acute care
 - Technology is paramount to integrated services
 - Co-locating supportive housing and healthcare facilities as wraparound services

- More supportive housing to help address the homelessness crisis
- Housing preservation
 - Importance of preserving existing housing, particularly in public housing and Mitchell-Lama developments.
 - Funding for capital repairs and subsidies is seen as crucial for maintaining and improving these housing options.
 - Some statements raise concerns about the costs and practicality of electrification requirements, while others suggest pairing green upgrades with affordable housing initiatives.
 - Fire safety, especially in older buildings
 - Lead measurement and abatement, especially in buildings with children
 - Acknowledge that public housing is the most affordable we have but the conditions are hazardous, so how do we find the funding to preserve it and keep residents there
 - Set a net increase of people living in healthy homes and policies are not working counter to the goal
 - The conditions within NYCHA housing could be emphasized more and should be a standalone focus area
 - So many existing units are vacant, so there is a need for anti-warehousing legislation
 - Hold bad actors accountable with more enforcement of rent restrictions (e.g. 421-a)
 - Support full funding of capital repair needed in public housing
 - Combat predatory real estate practices by end the tax lien sale
 - Create options for affordable housing preservation and properties with municipal debt
 - Support tenants through continued support of the City Right to Counsel program
 - Add recommendation to preserve existing affordable units as part of any ULURP, no loss of existing units
 - Need support of all legislators to recognize that everything is proposed needs to get built
- Housing subsidies

- Support subsidies that encourage senior-oriented housing
- Support subsidies that encourage bigger units (more bedrooms) for families
- Parse out public and subsidized housing and naming the privatization of public housing
- Apply health equity lens to housing subsidy and affordable housing program and initiatives
- Normalize equitable distribution of affordable housing throughout the borough
- Strategically think how to fit more housing / ADUs in already dense and populated communities
- Prioritize pregnant people without housing and in shelter system
- We need both housing that is supported by public subsidy and housing that is financed
- What if housing were 100% income-restricted, rather than 100% affordable?
- Bring in developers to talk and explain housing subsidies to the communities
- Address the borough-wide housing supply issue
- Accessibility
 - Increase accessibility in apartments
 - Clarify what we mean by access; how do we expedite the process of getting homeless population into housing
 - When considering accessibility, we should also consider affordability and density in low-income communities
 - Housing needs to be accessible to every disability
- Other Feedback
 - Landlord compliance with rent subsidy programs, tenant harassment, and the role of small landlords are mentioned as areas of concern.
 - • Support small landlords
- Promote shared equity models
- Increasing public engagement, community organizing, and providing better information to tenants and homeowners are proposed as ways to address housing issues and ensure that resources and programs are effectively utilized.
- The need for increased funding, repairs, and alternative development strategies on NYCHA-owned land are mentioned. Suggestions include infill development, partnerships with private capital, and supporting tenant conversions to ownership.
- What do we do about poverty reduction overall?
- Need to define social vulnerability and displacement risk; is the data defensible and is the methodology clear?
- What about stability? Once people get apartments, how do we make sure they stay and can pay rent and use it as a springboard to living a healthier happier life, about services and housing vouchers and rental assistance
- Ensure sustainability and longevity of program and policy changes
- Gain a better understanding of land-use decisions that impact housing policies
- Address the fear that comes with building bigger, taller buildings in the borough
- Think about other infrastructural changes that come with new housing
- Advocate for housing in coalitions

6. Jobs

Headlines:

- **Improve educational trade pathways, accessibility in the workforce, green jobs, and a living wage.**
- **Some disagreement with M zones and wind energy**
- **Support small businesses with infrastructure and incentives**

Objective 6.1: Maintain and support manufacturing land

- Wind energy
 - Wind is an intermittent resource. Energy storage infrastructure is needed as well.
 - Wind energy options currently create a larger carbon footprint than they offset.

- Look at ways to tap into geothermal and/or nuclear energy.
- Most tax incentives are controlled at the state level, so it's difficult to incentivize OSW to concentrate their entire supply chain in NYC
- Might be better to talk about green energy supply chain to keep it more broad than wind energy alone
- Manufacturing
 - Manufacturing in NYC is dead and designating spaces results in underutilized spaces.
 - More manufacturing jobs and incentives for manufacturing.
- Zoning
 - Expanding the FAR to 4.8 will simply create offices, self-storage facilities, homeless shelters and maybe some retail, i.e. bars. This is pathetic planning.
 - Manufacturing districts in the zoning code are too low density across the board.
 - Strengthen/keep M1-2, do not allow ANY non-manufacturing.
 - We should not have M zones. With our housing crisis every zone should be mixed-use residential, where the most productive businesses that can hire the most workers are allowed.
 - Upzonings should only ever be done in close consultation and agreement with communities.
 - Recommendation on zoning special permit for manufacturing should include language on enforcement to ensure only true manufacturing uses
 - Add recommendation to map Core Industrial Areas in IBZs along the lines of the North Brooklyn Plan - use group restrictions for nightlife, large-scale entertainment, big box retail, stand alone office, etc.
- Commercial rent regulation
 - Government control of commercial leases is an absurd premise, wrong for so many reasons
- More efforts must be made to align potential land stewards like the ENYCLT to pair up with good manufacturing operators to help promote IBZ job growth and effective planning.
- Without ensuring there's affordable, quality housing nearby or a short car-free commute away, manufacturing businesses may have trouble recruiting or retaining employees.
- The majority of workforce development focuses on entry-level wage jobs or senior-level wage jobs. However, most people are looking to secure positions in between those ranges. Develop more mid-career support and skill development.
- Lack of living wage jobs
- Difficult for people with disabilities to get jobs
- Consider hiring those with I/DD.
- Education
 - Creating trade guilds in public schools that will create jobs that exceed NYC government infrastructure
 - Expand and fully fund CUNY to provide people with access to higher education.
 - Provide DOE students with unlimited OMNY cards instead of three-ride cards so that they can travel to after-school, weekend, and summer jobs.
 - A report that indicated upwards of 30% of trade workers end up on disability and there is need to support post-trade careers. Something to consider in terms of job training.
 - Provide youth with skill growth and entrepreneurship development
 - Create internship/apprenticeship programs for skilled trades
 - Develop non-college career pathways
 - Financial planning education for seniors
- Small businesses

Objective 6.2: Support job seekers and employers seeking career growth

- Jobs

- Create a directory of local service providers, agencies, and freelancers owned by residents to foster business-to-business activity, boosting revenue generation between Brooklynites.
- Lack of incentivize for small businesses to participate in ALL of the DYCD Workforce Connect Programs.
- Create a tax credit, with an overall cap, that incentivizes small businesses to participate in the DYCD Workforce Connect Programs.
- What can the BP do to support small business owners facing excessive taxes and regulation?
- Connect freelancers and small businesses to businesses that need their services
- Increase support for small businesses and community partners to implement workforce training programs in areas not already saturated with workers – those neighborhoods are already supported
- Need to incorporate a plan for small businesses

- Think bigger – don't just make planned improvements ADA compliant, but instead set goals to make x number of stations ADA compliant by y date
- Smith/9th St is not accessible
- Map with “in progress” stations is not up to date
- Prioritize busy stations and line connections
- It's very challenging to take city buses if you have a disability

Objective 7.2: Raise the standards for accessibility

- Safety
 - Dialogue between people with mobility issues and law enforcement can help address fear and misunderstanding
- Public space design
 - Addressing traffic-related challenges, like cars parked on sidewalks and blocking crosswalks
 - Enforcement issues with parking violations
 - Pedestrian safety and reducing car usage
 - Need for curb cuts and drop-off points
 - Address unequal sidewalk conditions across neighborhoods, like broken curbs, potholes, interference with accessibility due to outdoor dining sheds, and other challenges
 - Sidewalks are too cluttered for the visually impaired
 - Improve signage visibility
 - Keep streets more clean
 - Curb cuts need to be more ADA accessible
 - Flooding is increasingly becoming accessibility issue
 - It is very difficult for people with disabilities to navigate streets (e.g. cars parked on sidewalks)
- Disability advocacy
 - The onus shouldn't fall on disability advocates to always remind policy makers that they exist

7) Accessibility

Headlines:

- **Transit and streetscapes across the borough need improved accessibility.**

Objective 7.1: Ensure Brooklyn is a welcoming place to people with all abilities

- MTA stations
 - The MTA is a failed institution that needs to focus on its problems. It has made necessary changes but needs support.
 - Concerns about MTA's financial status.
 - Vague recommendations and the need for specific timelines.
 - Reliability and cleanliness of elevators and escalators.
 - Sidewalk ramps and maintenance.
 - Expensive construction and slow progress.
 - Accessibility beyond ADA requirements.
 - Ensure all improvements are ADA compliant