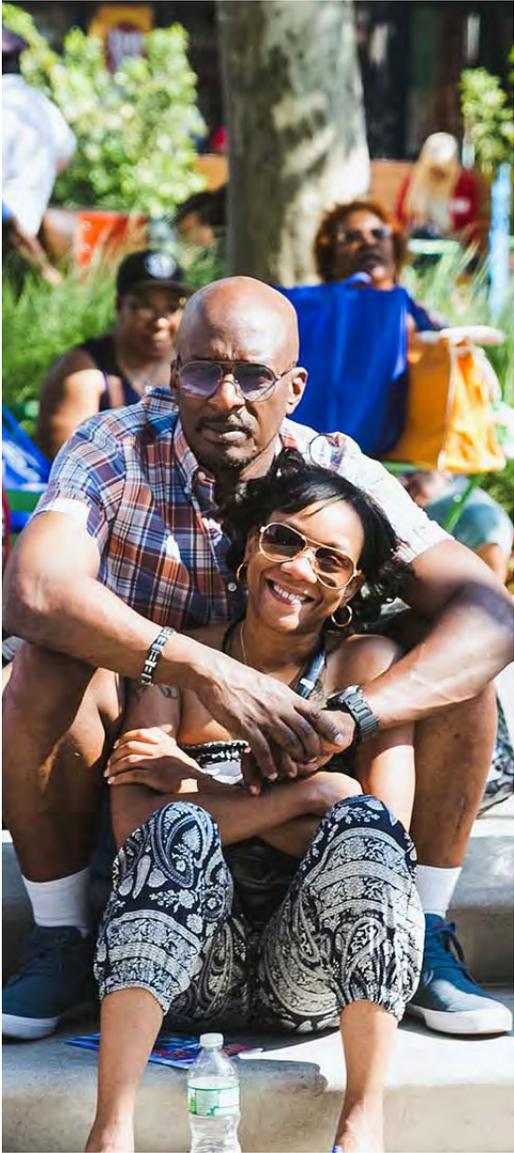


DOWNTOWN BROOKLYN

Downtown Revitalization Initiative
Strategic Investment Plan

Prepared for New York State
Downtown Revitalization Initiative
New York City
March 2019



DOWNTOWN BROOKLYN

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This document was developed by the Downtown Brooklyn Local Planning Committee as part of the Downtown Revitalization Initiative and was supported by the NYS Department of State and NYS Homes and Community Renewal. The document was prepared by the following Consulting Team, which was led by HR&A Advisors with the support of WXY Architecture, VJ Associates, and Invictus Engineering. The Strategic Plan was designed by Lixia Guo.



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FOREWORD

Business and development leaders worldwide recognize that vibrant downtowns with attractive public amenities and a high quality-of-life provide a catalyst for increased economic development, re-population (particularly by young professionals), and urban redevelopment. Recognizing this potential, Governor Andrew Cuomo launched a major new initiative in the spring of 2016 – the Downtown Revitalization Initiative (DRI).

The program’s success in the first two rounds, and the tremendous excitement it generated among other interested communities, led the Governor and the Legislature to include another \$100 million in the 2018 state budget for a third round of DRI funding. As in the previous rounds, each of the Governor’s ten Regional Economic Development Councils (REDCs) selected one community to receive \$10 million for projects that show the greatest potential to improve the economic and social vitality of their downtown areas.

Communities selected in Round Three include:

- Albany (Capital Region)
- Amsterdam (Mohawk Valley Region)
- Auburn (Central New York Region)
- Downtown Brooklyn (New York City Region)
- Central Islip (Long Island Region)
- Lockport (Western New York Region)
- New Rochelle (Mid-Hudson Region)
- Owego (Southern Tier Region)
- Penn Yan (Finger Lakes Region)
- Saranac Lake (North Country Region)

The DRI process involves an innovative combination of community-based strategic planning, inter-agency project support and strategic leveraging of outside investments. The process starts with a Strategic Investment Plan that develops the key ingredients needed for successful downtown revitalization: a clear vision for the downtown; goals and strategies to accomplish the vision; and catalytic projects identified in the plan. The strategic planning process is led by Secretary of State Rossana Rosado and facilitated by staff from the Department of State Office of Planning, Development and Community Infrastructure, NYS Homes and Community Renewal, and Empire State Development. Based on the unique challenges, opportunities, and transformational projects identified in the communities selected, this collaborative, multi-agency effort also includes technical assistance from other state agencies, including but not limited to the Department of Transportation and Department of Environmental Conservation.

The DRI is much more than a \$10 million grant award. It serves a broader agenda for revitalization, growth, and transformation in ways that reflect the collective reimagining of the downtown and provides funding to help achieve that vision with a higher quality of life, amenities, and connection of place and community. The plans and projects also are intended to leverage additional public and private investments within and near the downtown, building upon the regional economic growth supported by the REDCs. To fully leverage the impact of the DRI, Local Planning Committees identify projects that total in excess of the available DRI funds to ensure a continued pipeline of projects in the event that alternative funding becomes available or projects drop from consideration. The most transformative and catalytic projects identified by the community will receive DRI funding.

With the assistance of the State, leadership from within the communities, and public and private investors, these communities are becoming vibrant centers where people want to live, work, experience life, and raise families. This high quality of life is a key driver of where businesses decide to locate.



Downtown Brooklyn is home to several neighborhoods and communities, including DUMBO (Down Under the Manhattan Bridge Overpass) a world-famous arts and innovation hub.

EXECUTIVE SUMMARY

Introduction

Now in its third year, New York State's Downtown Revitalization Initiative (DRI) seeks to "transform communities ripe for development into vibrant neighborhoods where the next generation of New Yorkers will want to live, work, and raise a family." The program allocated \$10 million to Downtown Brooklyn – one of 10 communities selected state-wide – to support the implementation of catalytic investment projects and the development of strategies that will attract additional public and private investment to support downtown revitalization.

This plan is the product of a five-month, collaborative process that included deep engagement with Brooklyn elected leaders, community organizations, residents, businesses, and other stakeholders. The process was led by a 16-person Local Planning Committee (LPC) – co-chaired by Brooklyn Borough President Eric L. Adams and New York Industrial and Technology Assistance Corporation Executive Director Kinda Younes – and built on more than two decades of past planning by New York City and Brooklyn organizations.



The Downtown Revitalization Initiative allocated \$10 million to Downtown Brooklyn to support downtown revitalization.

Downtown Brooklyn today is one of the most dynamic, rapidly evolving, and recognizable areas of New York City – an international symbol for the resurgence of urban places. The historic core of the former City of Brooklyn, Downtown Brooklyn is a vital business, residential, cultural, civic, and transportation center for both the borough and New York City. It is home to more than 45,000 residents and supports more than 82,000 jobs. As the largest New York City central business district outside of Manhattan, Downtown Brooklyn has more than 20 million square feet of occupied commercial space and more than 10 percent of all jobs in Brooklyn. Amid rapid population and employment growth, targeted investment in Downtown Brooklyn has the potential to broaden the benefits of revitalization by strengthening physical connections and improving access to jobs, culture, and open space.

Since 2004, Downtown Brooklyn has seen more than \$10 billion in public and private investment, including the reconstruction of the Brooklyn Bridge approach, Flatbush Avenue, and Tillary Street, and the construction of more than 14,000 residential units. However, the benefits of increased investment and economic growth have not been experienced equally across the Study Area. In particular, the streets and open spaces at the center of the Study Area – specifically those surrounding the New York City Housing Authority (NYCHA) housing communities, which include Farragut, Ingersoll, and Whitman Houses, and are collectively home to over 11,000 residents – have seen little recent investment. The connections between DUMBO, Downtown Brooklyn, and the Navy Yard remain difficult to navigate by any means other than by car. Downtown Brooklyn’s DRI Strategic Investment Plan’s goals and strategies highlight the need to create a more inclusive Downtown Brooklyn that provides more equitable access to jobs, quality open space, and cultural activities.

This Downtown Brooklyn Strategic Investment Plan recommends seven transformative, ready-to-implement projects that support revitalization in this historic core across three categories:

- **New Development and Rehabilitation of Existing Structures:** The LPC is recommending two projects for this category, which will include library renovations and upgrades to a community center.
- **Public Improvement:** The LPC is recommending four projects in this category, which will include improvements to parks and open spaces, and enhanced access and lighting for safer pedestrian walkways.
- **Revolving Loan and Grant Fund/Branding and Marketing:** The LPC is recommending one project for this category for an art and placemaking fund.

These projects will leverage more than \$31.3 million in public and private funds and will positively advance the goals established by the LPC by:

- Creating active, welcoming public spaces;
- Strengthening pedestrian and transit access while also removing barriers;
- Promoting equitable access to job, education, and entrepreneurship; and
- Improving access to cultural resources and opportunities.

Major Challenges and Opportunities

Recommendations in this plan are driven by the area’s demographic, economic, land use, and real estate contexts. The plan’s revitalization strategies seek to respond to several key opportunities and challenges:

1. Downtown Brooklyn has seen historic levels of public and private investment and has sparked a rebirth of commercial activity for the borough, but this investment has been uneven in terms of the geographies and populations that have seen the most direct benefits. In particular, the center of the Study Area, near the intersection of Tillary and Navy Streets adjacent to the NYCHA campuses, has seen relatively few recent public projects, including street and open space improvements.
2. Downtown Brooklyn is a vital and growing job center for the borough, but additional services are required to connect local underemployed residents to these jobs and prepare the next generation for tomorrow’s job opportunities. Downtown Brooklyn is already the largest central business district outside Manhattan; further, local job growth has centered on fast-growing, well-paying sectors such as tech, creative and professional services. However, strengthened pathways to jobs in these sectors are required to directly serve communities that have been disconnected from Downtown’s growth to date.
3. The Study Area faces major connectivity challenges resulting from the impact of highway construction and urban renewal policies coupled with decades of disinvestment in neighborhood-serving infrastructure, particularly alongside the Brooklyn-Queens Expressway and key connecting streets such as Jay Street, Navy Street, and Tillary Street. These barriers to mobility limit connections between neighborhoods and to economic, educational, and cultural resources between the northern and southern portions of the Study Area.

4. Downtown Brooklyn is an area well connected by transit in certain areas but remains disconnected in others. Certain communities and populations have experienced disinvestment and remain disconnected to transit and transit-oriented investment, without the same access to economic and cultural opportunities as others.
5. Concerns about gentrification are widespread amid rising rents and changing demographics, necessitating thoughtful planning to avoid investments that exacerbate displacement pressures, and a focus on improving publicly-accessible assets that are shared broadly among area residents, such as parks, open spaces, streets, and cultural and community centers. Spaces and new services that represent the arts, recreation, and economic opportunities, should be added to better serve community members.

Community Engagement

The Local Planning Committee and the Planning Team sought input from the community throughout the DRI process, based on the understanding of the importance of working with the community to guide the development of the DRI Plan to truly reflect the community's needs and vision.

Community engagement activities throughout the planning process were designed to:

- Equitably solicit input from the community;
- Distribute project information to the community; and
- Build consensus for this planning effort and final recommendations.

Key elements of the community engagement strategy are summarized below.

Local Planning Committee Meetings

The LPC held five public meetings between November and March. Meetings were held at Brooklyn Borough Hall, a centralized location that is easily accessible via public transit. These meetings were held either at the start of the day, or during the lunch hour, and typically lasted two hours. These meetings typically included a presentation from the Planning Team, followed by facilitated discussion. Members of the committee were encouraged to attend all meetings and participate in discussion topics. Members of the public were also invited to these meetings and had an opportunity to comment.

Public Open Houses

The DRI team hosted two Open Houses to both educate the public about DRI and engage the community in a discussion about the community's vision and goals for the Study Area. More than 100 people participated in both events, which provided an opportunity for the public to engage in one-on-one discussions with members of the project team, review information about potential priority projects, provide their input on draft DRI vision and goals, and offer feedback on a variety of themes. At the second Open House, in February, the public voted on potential priority projects.

Community Workshops

The Planning Team also organized two targeted community workshops in January. Each workshop included pop-up stations in accessible public spaces that illustrated priority projects being considered in the Study Area with clear descriptions. These sessions allowed the Planning Team to engage residents and other stakeholders in a more intimate, approachable setting focused on specific projects and interventions.

Meetings with Local Stakeholders and City Agencies

In addition to working with the organizations represented on the LPC, the Planning Team and LPC members conducted in-depth one-on-one interviews with key Downtown Brooklyn stakeholders and City agencies throughout the planning process to determine key assets and challenges and review potential project costs and feasibility. Outreach included conversations with the New York City Departments of Transportation and Parks and Recreation, NYCHA, and the New York City Economic Development Corporation.

Promotional Channels

All outreach events were hosted at locations operated by community organizations and physically accessible via transit and for those with disabilities. Committee members also assisted in the distribution of meeting notices and project information through e-mail blasts, newsletters, and social media managed by their organizations. In an effort to include a variety of community members, flyers were distributed in both English and Spanish. All technical information and concepts were presented in terms that were clear and understandable with numerous visualizations to illustrate complex topics.

The Local Planning Committee and the Planning Team sought input from the community throughout the DRI process to guide the development of the Strategic Investment Plan.

Public Open Houses



Local Planning Committee Meetings



Community Workshops

DRI Vision, Goals, and Strategies

The vision for Downtown Brooklyn established by the Local Planning Committee built upon extensive prior engagement in the Study Area and an identification of ongoing needs to support equitable access to opportunities for all residents. Four goals and 14 strategies support the vision statement.

Downtown Brooklyn Vision: Broaden the benefits of Downtown Brooklyn’s growth by building stronger connections across neighborhoods, making equitable investments in public spaces, and extending educational, entrepreneurial, and cultural opportunities to underserved communities.



Create active, welcoming public spaces

- Upgrade parks and open spaces to allow flexible community programming
- Develop attractive plazas and other spaces open to the public
- Create welcoming, physically inviting spaces by removing fences and other barriers



Strengthen pedestrian and transit connections and remove barriers

- Make streetscapes more pedestrian-friendly
- Expand and enhance the local bike network
- Improve transit hubs to ensure rider safety and accessibility
- Enhance navigability through wayfinding and other visible strategies



Promote equitable access to jobs, education, and entrepreneurship

- Create and preserve affordable work space for entrepreneurs, artists, and nonprofits
- Support local entrepreneurs and small businesses with space and equipment needs
- Support workforce programs connecting residents to growing businesses and industries



Improve access to cultural resources and opportunities

- Improve the visibility of cultural activities, independent artists, and emerging cultural centers
- Identify opportunities for public art
- Ensure arts and culture are physically accessible to attendees
- Create new places for arts and culture

Recommended Projects For Potential DRI Funding

Seven projects, totaling \$11.9 million, were selected by the LPC for potential DRI funding.



Improve Streetscapes and Pedestrian Safety along Tillary, Navy, & Park Crossings

TOTAL COST: \$7,333,000

DRI FUNDING REQUEST: \$5,599,000

DESCRIPTION: Reconnect the neighborhoods surrounding Commodore Barry Park and the Brooklyn Navy Yard with Downtown Brooklyn, DUMBO, the Brooklyn Cultural District and other nearby communities. This project includes improved pedestrian crossings, sidewalks, and streetscapes at the intersections of Navy and Tillary Streets and Park Avenue and St. Edwards Street.



Upgrade Commodore Barry Park with Better Access and Modern Play Spaces

TOTAL COST: \$15,000,000

DRI FUNDING REQUEST: \$1,960,400

DESCRIPTION: Build on recent and pending improvements to Brooklyn's oldest neighborhood park by improving the existing basketball and handball courts.



Transform Walt Whitman Library into a Modern Community Hub

TOTAL COST: \$8,373,000

DRI FUNDING REQUEST: \$1,250,000

DESCRIPTION: Renovate and expand program space at a historic Brooklyn Public Library Branch to support job training and community programming.



Upgrade Lighting at Farragut Houses

TOTAL COST: \$2,000,000

DRI FUNDING REQUEST: \$1,500,000

DESCRIPTION: Increase pedestrian safety and improve connections by installing and upgrading pedestrian-scale lighting around the perimeter of Farragut Houses along Navy, York and Sands Street.



Existing Conditions

Create a More Accessible Public Entrance to the Brooklyn Navy Yard

TOTAL COST: \$5,996,000

DRI FUNDING REQUEST: \$853,700

DESCRIPTION: Demolish existing barriers and renovate the Cumberland Street entrance to improve sight-lines, enable multi-modal access, and create a safer environment for pedestrians.



Proposed Conditions

Create a Public Art and Placemaking Fund

TOTAL COST: \$600,000

DRI FUNDING REQUEST: \$600,000

DESCRIPTION: Establish a grant fund to create new opportunities for local artists and cultural organizations to expand their reach to residents, workers, and visitors, including art installations and ADA access improvements.



Existing Conditions

Create a Digital Tech Center at Ingersoll Community Center

TOTAL COST: \$200,000

DRI FUNDING REQUEST: \$200,000

DESCRIPTION: Relocate the server room, purchase computer equipment and permanent furniture to create a Tech Center at the Ingersoll Community Center to support new job readiness and arts programming.

Implementation Summary

The lead roles for projects recommended for DRI funding were assigned to organizations that demonstrated the greatest capacity to successfully implement projects. To ensure effective coordination among DRI project leads, the Brooklyn Borough President’s Office – led by Borough President Eric L. Adams – will serve as an informal organizing entity responsible for monitoring project implementation, facilitating communication

among project leads and partners, and serving as a central touchpoint with New York State. Project leads and sponsors include several New York City agencies, Downtown Brooklyn Partnership, and a variety of other local organizations. All organizations identified as project leads have sufficient staff, operating funding, and expertise to manage the projects.

Visitors enjoying outside festivities at the newly opened 300 Ashland Place, one of dozens of new mixed-use developments in the Study Area.



Section I
DOWNTOWN
PROFILE &
ASSESSMENT

Since its construction in 1848, Borough Hall has remained an important, centralized location for the community.



Archival Image from E.E. Rutter, courtesy of Brooklyn Public Library, Wikimedia Commons

An Overview

Downtown Brooklyn today is one of the most dynamic, rapidly evolving, and recognizable areas of New York City – an international symbol for the resurgence of urban places.

Amid rapid population and employment growth, targeted investment in Downtown Brooklyn has the potential to broaden the benefits of revitalization by strengthening physical connections and improving access to jobs, culture, and open space in traditionally underserved communities.

The historic core of the former City of Brooklyn, Downtown Brooklyn today is a vital business, residential, cultural, civic, and transportation center for both the borough and New York City. It is the largest New York City central business district outside of Manhattan, with more than 20 million square feet of occupied commercial space, more than 10 percent of all jobs in Brooklyn, and 11 higher education institutions, including Long Island University, New York University's Tandon School of Engineering, and New York City College of Technology.

Downtown Brooklyn is home to more than 45,000 residents, notable cultural institutions located in the Brooklyn Cultural District, such as the Brooklyn Academy of Music (BAM) and BRIC, world-class open spaces such as Brooklyn Bridge Park, and other notable public spaces such as Commodore Barry Park and Cadman Plaza. Downtown Brooklyn is also well served by three major transit nodes: Atlantic Center, Borough Hall, and Jay Street-Metro Tech. Thirteen subway lines provide commutes into Lower Manhattan in less than 15 minutes, and direct access to much of Brooklyn and Manhattan. In addition to subway access, the greater Downtown Brooklyn area is served by 15 bus lines, New York City Ferry service,

and commuter rail via the Long Island Rail Road (LIRR).

Since 2004, Downtown Brooklyn has seen more than \$10 billion in public and private investment, including the reconstruction of the Brooklyn Bridge approach, Flatbush Avenue, and Tillary Street, and the construction of more than 14,000 residential units. The Brooklyn Navy Yard has benefited from a series of investments by local, state and federal entities to transform into a center for manufacturing and innovation. Other investments include updating Commodore Barry Park to include new turf and lighting, updating Bridge Park II, and renovating parts of Cadman Plaza. An additional \$2.5 billion in public and private investment is planned in the Navy Yard alone over the next five years, which will add 5 million square feet of industrial and commercial workspace while providing additional opportunities for open space, transit connections, and long-term economic development.

Although Downtown Brooklyn is on track to become one of the premier urban centers in the region, critical needs and challenges persist that prevent local workers, residents, and businesses from reaping the benefits of the Study Area's economic growth. Downtown Brooklyn is still grappling with the impacts of urban renewal and highway development that left many communities physically and economically isolated from the borough's recent advances. Strategic planning and catalytic investments are crucial at this time to build on the growth of the past two decades and extend Downtown Brooklyn's benefits to the surrounding communities.

STUDY AREA

The Downtown Brooklyn study area is bounded by the East River to the north, Cadman Plaza and Court Street to the west, State Street and Atlantic Avenue to the south, and Carleton Avenue to the east. It includes the following areas: Downtown Brooklyn; DUMBO (Down Under the Manhattan Bridge Overpass); Vinegar Hill; the Brooklyn Navy Yard; Farragut, Ingersoll, and Whitman Houses; a portion of Fort Greene; and the Brooklyn Cultural District.



History & Trajectory

Downtown Brooklyn has remained a center for local politics, innovation, and commerce over the last 400 years. Prior to its founding as a Dutch colony in the 1600s, Brooklyn was home to the Lenape, an Algonquian American Indian tribe. The modern history of Downtown Brooklyn begins during the early 1800s, when steam technology made commuting between Lower Manhattan and Brooklyn Heights – America’s first suburb – reliable and Brooklyn more easily accessible. Prior to 1896, Brooklyn was made up of several smaller towns, villages, and cities within Kings County. The Study Area was originally part of the City of Brooklyn, which was not incorporated as a borough of New York City until 1898.

From the mid-19th century onward, Downtown Brooklyn saw a period of rapid growth, with neighborhoods like Vinegar Hill becoming popular residential locations for Irish and Eastern European immigrants. As the City of Brooklyn expanded, the Study Area saw the construction of several historical landmarks, including Borough Hall in 1848 and the Brooklyn Bridge in 1883. The development of several elevated train lines near present-day Cadman Plaza and Atlantic Terminal solidified Downtown Brooklyn’s importance as a transportation and residential hub.

By the early 20th century, Downtown Brooklyn’s access to the East River made it the fourth-largest manufacturing center in the country. Neighborhoods, such as present-day DUMBO, became major warehouse centers for consumer goods and light manufacturing. Further east, the Brooklyn Navy Yard was one of the country’s premier naval shipbuilding facilities, playing a critical role during World War II.

Although Downtown Brooklyn developed as a collection of densely-populated, well-connected neighborhoods, a series of urban renewal projects, beginning with the construction of the Brooklyn-Queens Expressway in the 1940s and 1950s, and continuing with the construction of New York City Housing Authority (NYCHA) developments, drastically changed the built landscape. Streets that were once centers of neighborhood life and easily accessible to pedestrians were cut off by cloverleaf on- and off-ramps, particularly between DUMBO and Downtown Brooklyn. Low-density side streets were transformed into high-traffic corridors and continue to pose significant challenges to pedestrians 70 years later. Much of the open space that remains in the northern section of the Study Area is awkwardly built into, or borders, the expressway, including Golconda Playground, Trinity Park, and Bridge Park.

Planners and city officials began to address these challenges starting in the late 1960s, when the Regional Plan Association recognized Downtown Brooklyn’s economic importance and called for increased investment and revitalization. During the 1980s and 1990s, Borough President Howard Golden and other city leaders helped usher in a new wave of development within the Study Area, including: the Fulton Landing redevelopment along the East River; the construction of MetroTech Center, a \$1 billion, 16-acre commercial and academic complex comprising 12 buildings; the development of several college campuses; nearly 4.5 million square feet of commercial office space; and dozens of other commercial and residential projects.

Transformative district-wide rezoning in the early 2000s - Downtown Brooklyn Special District (2004) and DUMBO (2009) - incentivized revitalization of the Study Area and encouraged additional public support for the Brooklyn Cultural District. Since then, Downtown Brooklyn has seen an increase in major investment projects from both the public and private sectors, including Barclays Center and City Point. Downtown Brooklyn has also emerged as a vital tech and innovation hub for New York City. Prominent tech and creative companies, including Etsy, Gimlet Media, and Steiner Studios are based in DUMBO, Flatbush Avenue, and the Navy Yard, respectively.

However, the benefits of increased investment and economic growth have not been experienced equally across the Study Area. In particular, the streets and open spaces at the center of the Study Area – specifically those servicing the New York City Housing Authority communities, which include Farragut, Ingersoll, and Whitman Houses, and are collectively home to nearly 12,000 residents – have seen little recent investment. The connections between DUMBO, Downtown Brooklyn, and the Navy Yard remain difficult to navigate by any means other than by car. Downtown Brooklyn’s DRI Strategic Investment Plan’s goals and strategies highlight the need to create a more inclusive Downtown Brooklyn with more equitable access to jobs, quality open space, and cultural activities.

RECENT PLANS & INVESTMENT

Recent Plans

Downtown Brooklyn has benefitted from significant planning initiatives over the last 15 years led by the City of New York and supported by local business and civic organizations, many of which included extensive public outreach and stakeholder engagement. Among the most comprehensive plans – upon which the Downtown Brooklyn DRI Strategic Investment Plan builds – are:

Downtown Brooklyn Rezoning and Downtown Brooklyn Development Plan (2004)

Prior to the rezoning of Downtown Brooklyn, limited private investment hindered the Study Area’s potential as a vibrant, mixed use neighborhood. Led by the New York City Economic Development Corporation and the Department of City Planning, the rezoning incentivized investment and additional density in this highly accessible area, allowing for additional residential and commercial development. Following the rezoning, the Study Area has seen the construction of more than 14,000 residential units and more than 550,000 square feet of commercial office space, the successful completion of several mixed-use properties including City Point and 300 Ashland, in addition to the redevelopment of iconic historic structures like the Williamsburgh Savings Bank tower.

DUMBO Neighborhood Rezoning (2009)

Covering a 12-block area in DUMBO focused on the Jay and Bridge Street corridors, the 2009 DUMBO neighborhood rezoning increased maximum building heights and provided developers with a 33% density bonus for setting aside 20% of housing units as affordable. Since the rezoning, DUMBO has seen substantial new development, including a large-scale, mixed-use residential and commercial building that will open at 85 Jay Street in 2021, and is planned to include more than 730 housing units. The renovation of existing commercial buildings, such as Empire Stores, the DUMBO Heights campus, 10 Jay Street, and zoning approvals to build new construction office space at 29 Jay have yielded approximately 2 million square feet of additional commercial space in the neighborhood.

Brooklyn Tech Triangle Strategic Plan and Strategic Plan Update (2013, 2015)

Commissioned by the Downtown Brooklyn Partnership (DBP), DUMBO Business Improvement District, and Brooklyn Navy Yard Development Corporation, the Brooklyn Tech Triangle Strategic Plan focused on identifying challenges that would

interfere with the continued growth of tech in the Study Area and recommended a series of potential projects and capital improvements. Notable identified projects that have been implemented since the first plan was released in 2013 include a “trolley service” that connects commuters from the Navy Yard to key transit nodes. Other key benefits from the plans include: the expansion of bus service connecting the three nodes that were identified in the plan; the creation of new office space in the buildings formerly owned by Watchtower Developments; and other commercial developments in DUMBO, along with Make It in Brooklyn programming and the City’s Tech Talent Pipeline program.

Brooklyn Strand (2015)

Responding to the planning and organizational capacity building that came out of the Brooklyn Tech Triangle studies, the Brooklyn Strand was a two-year study and visioning process led by the Office of the Mayor, DBP, NYC Parks, and the Brooklyn Bridge Park Corporation to answer Mayor Bill de Blasio’s call to create a new gateway into the borough. The plan recommends transforming underutilized sites into well-connected, accessible, pedestrian-friendly open spaces that reflect the needs of the community.

Comprehensive Economic Development Strategy for Brooklyn (2017)

The Brooklyn Chamber of Commerce, with funding from the U.S. Economic Development Administration, developed a strategic plan that assessed the borough’s economic growth and identified four areas of focus – employer attraction and retention; workforce development; infrastructure; and housing and neighborhood vitality – to guide development for the next 100 years. Several project recommendations overlap with the Study Area and the goals of the Downtown Brooklyn DRI Strategic Investment Plan, including expanding existing commercial centers through improved pedestrian connections in Downtown Brooklyn, and strengthening the Flatbush Cultural Corridor, which includes the Brooklyn Cultural District.

Over the last 15 years, civic and community organizations have led plans to support the development of Downtown Brooklyn.

Culture Forward (2016)

The Culture Forward plan represents a yearlong collaborative planning and visioning process between DBP and Downtown Brooklyn Arts Alliance, which resulted in 13 initiatives ranging from developing more affordable artist spaces to creating fellowship programs with local higher education institutions. This plan also highlighted the importance of public art, and has led organizations like DBP to apply for grants to fund murals and other forms of street art.

Brooklyn Navy Yard Master Plan (2018)

Commissioned by the Brooklyn Navy Yard Development Corporation, the \$2.5 billion master plan calls for 5.1 million square feet of vertical manufacturing space that is projected to introduce an additional 30,000 jobs into the Navy Yard over the next ten years. Other key components of the plan include a series of open space interventions and ensuring that the Navy Yard remains connected to the surrounding community, both physically through streetscape connections, and in its workforce development outreach and educational opportunities.

Downtown Brooklyn DRI & Brooklyn Strand

The Downtown Brooklyn DRI seeks to build on the community engagement, visioning, and urban design work of previous planning efforts within the Study Area. This includes the Brooklyn Strand Urban Design Action Plan (2014-2016). The Strand was a community-based, conceptual plan for connecting Downtown Brooklyn neighborhoods to one another and to the waterfront. The Strand Action Plan put forward 11 recommendations to enhance public spaces, better serve local communities and cultivate new economic opportunities.

Strand Vision & Goals



Strand Outreach & Community Engagement



Participated in walkthroughs with over **40** local organizations



Hosted **5** community workshops



Reached over **200** people

Logged over **300** comments

Strand Objectives and Recommendations



Craft a Gateway to Brooklyn

Explore Economic Opportunities

Reconnect Neighborhoods

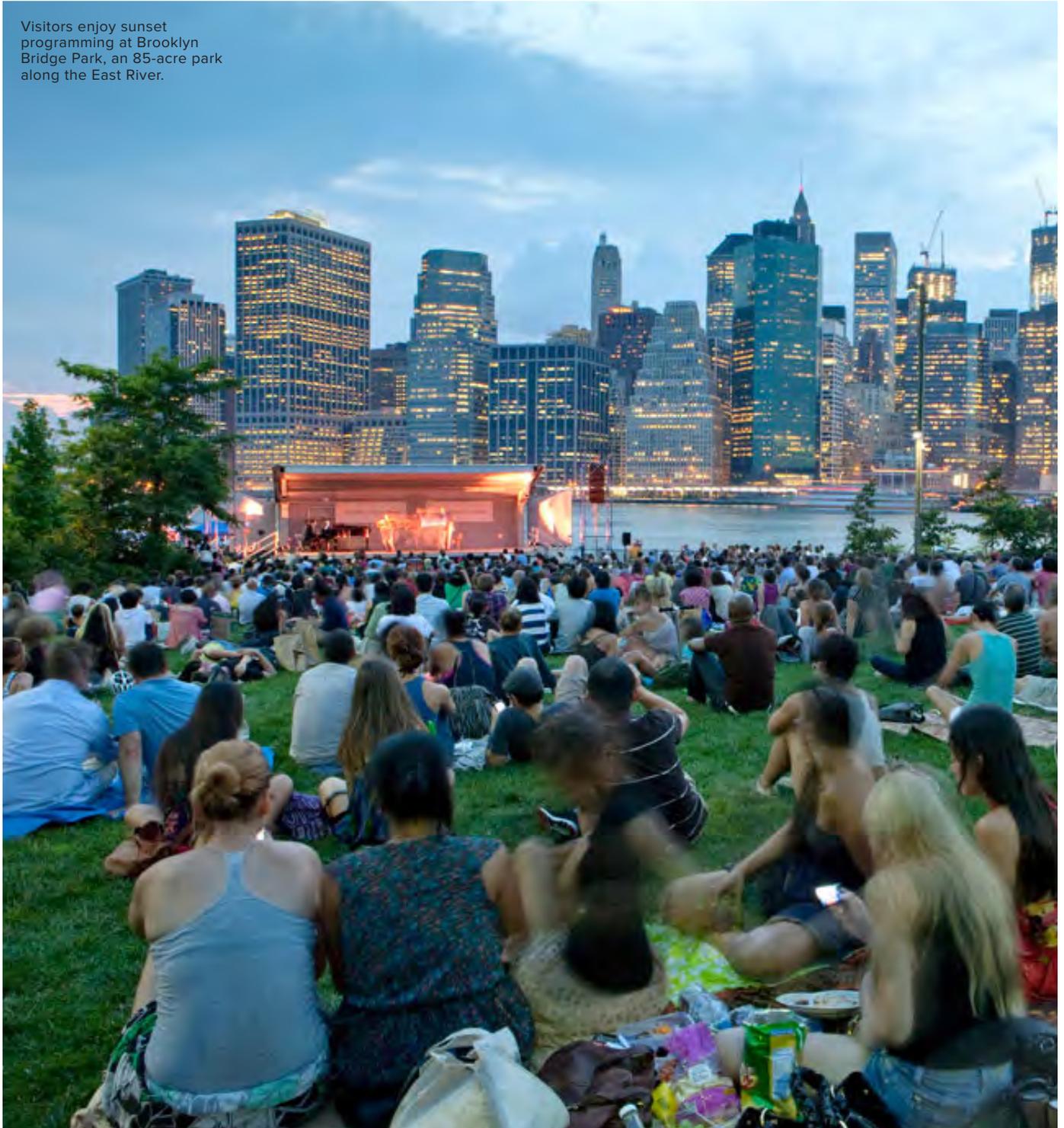
Advance Public Space Equity

Improve Park Access

RECENT INVESTMENT

Over the last 15 years, the Study Area has received significant investment from both the public and private sectors. Starting in 2008, with the construction of Brooklyn Bridge Park along the East River, Downtown Brooklyn has seen more than \$1.5 billion in public investment. Projects in and around the Study Area have also received investment from the State, including millions spent on improvements to the Brooklyn Navy Yard.

Visitors enjoy sunset programming at Brooklyn Bridge Park, an 85-acre park along the East River.



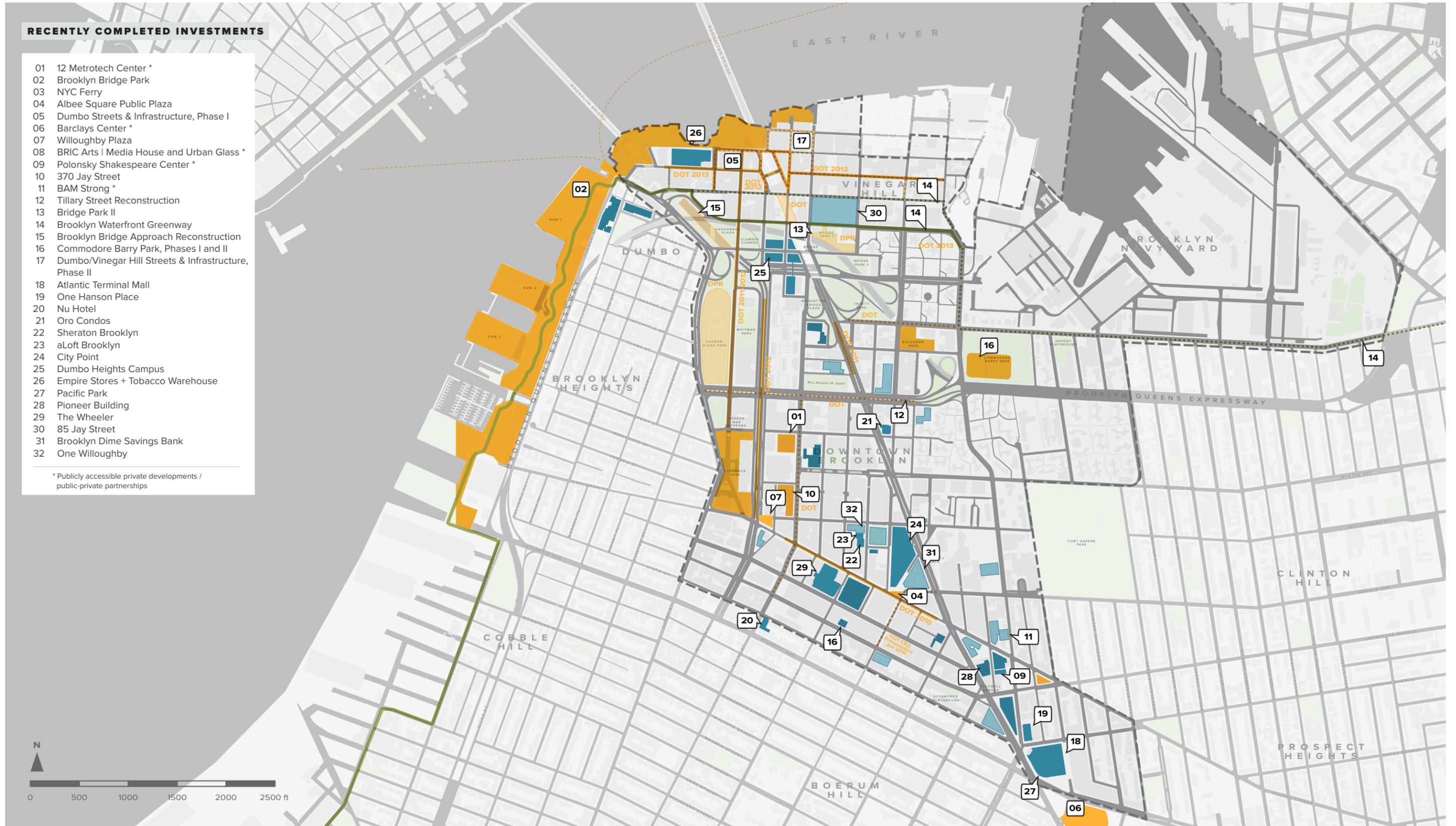
Recently completed, underway, and planned **public investments** in and near the Study Area include:

Project	Investment	Year	Description
12 MetroTech Center	\$360M	2005	32-story office complex housing the New York State Supreme County and Kings County Family Court, which was part of the larger MetroTech development (mentioned earlier in this section)
Brooklyn Bridge Park	\$350M	2010 - ongoing	85-acre signature park along Brooklyn's post-industrial waterfront, featuring walking paths, a historic carousel, and playgrounds
NYC Ferry – East River Route	--	2011	The current East River ferry line connects neighborhoods in Manhattan and Brooklyn located along the East River, connecting riders from DUMBO to Wall Street in under 5 minutes
Albee Square and Fulton Mall Streetscape	\$13M	2011	Sidewalk renovations, bus shelter removal, and other upgrades along the Fulton Mall corridor, in conjunction with the construction of a 27,000 square foot public plaza that is now home to year-round events and programming
DUMBO/ Vinegar Hill Streets and Infrastructure, Phases I and II	TBD	2011 – ongoing	Repairs Dumbo and Vinegar Hill's Belgian Block streets while upgrading the water, sewer, and utility infrastructure underneath and creating a new Pearl Plaza
Barclays Center	\$510M	2012	Home to the Brooklyn Nets basketball team, Barclays Center is a popular concert venue and sports arena
Flatbush Avenue Extension Reconstruction	\$15M	2012	Streetscape upgrades, sewer and water main replacement, and construction of new planted medians
Willoughby Plaza	\$2M	2013	Located just off Fulton Mall, this 14,670 SF plaza was renovated to include streetscape improvements and street furniture, and also serves as an outdoor venue for game nights, fashion shows, and concerts
BRIC Arts Media House and UrbanGlass Renewal	\$41M	2013	Construction of a multi-disciplinary arts and media complex, which doubled BRIC's operating space to 40,000 square feet, and updated UrbanGlass' studio and gallery space
Polonsky Shakespeare Center	\$69M	2013	State-of-the-art 27,500 square foot, 299-seat permanent home for the Theatre for a New Audience
370 Jay Street	\$500M	2015 – Ongoing	Renovation of the former Metropolitan Transportation Authority's headquarters in Downtown Brooklyn to include classrooms, lecture halls and other academic space
BAM Strong	\$25M	2017	Expansion to create a cultural connection to the BAM Harvey Theater with 230 Ashland Place with an art gallery, seating, and other audience amenities; funding included \$6.2M from New York City, and additional funding from BAM fundraising efforts
285 Jay Street	\$410M	2019	City Tech's new Academic Complex, a 365,000 SF building, is the new home of the school's clinical and healthcare sciences programs, a 1,000-seat theater, an 800-seat gymnasium, and a wellness center
Tillary Street Reconstruction	\$5M	2019	The new redesign along Tillary and Adams Streets, currently under construction, will include enhancements to traffic safety and multiple traffic calming strategies, such as intersection neckdowns and landscaped medians
Bridge Park II	\$5-10M	2019-20	The project will include a reconstructed playground, an adult fitness area, as well as a performance stage and new maintenance features
Whitman Public Library	\$6.5M	2019	Renovations include new HVAC systems, lighting, and other physical improvements
Commodore Barry Park, Phases I and II	\$25M	2021	Renovations to the park will include \$10M for a new turf field and stadium lighting, and \$15M in additional upgrades throughout the entire park currently being developed through a robust engagement and design process
DUMBO Street Reconstruction	\$95M	2023	Replacement of water and sewer infrastructure, cobblestone preservation, build out of the Pearl Plaza and creation of bike lanes
Brooklyn Waterfront Greenway	DOT has committed to construction as funds are made available	Ongoing	Renovations to Brooklyn's northern waterfront, which will extend from Greenpoint through the Brooklyn Navy Yard, DUMBO, Gowanus and through Red Hook, terminating in Owl's Head Park in Bay Ridge
Willoughby Square Park	TBD	Ongoing	Planned one-acre landscaped park along Willoughby Street between Gold and Duffield Streets

RECENTLY COMPLETED INVESTMENTS

- 01 12 Metrotech Center *
- 02 Brooklyn Bridge Park
- 03 NYC Ferry
- 04 Albee Square Public Plaza
- 05 Dumbo Streets & Infrastructure, Phase I
- 06 Barclays Center *
- 07 Willoughby Plaza
- 08 BRIC Arts | Media House and Urban Glass *
- 09 Polonsky Shakespeare Center *
- 10 370 Jay Street
- 11 BAM Strong *
- 12 Tillary Street Reconstruction
- 13 Bridge Park II
- 14 Brooklyn Waterfront Greenway
- 15 Brooklyn Bridge Approach Reconstruction
- 16 Commodore Barry Park, Phases I and II
- 17 Dumbo/Vinegar Hill Streets & Infrastructure, Phase II
- 18 Atlantic Terminal Mall
- 19 One Hanson Place
- 20 Nu Hotel
- 21 Oro Condos
- 22 Sheraton Brooklyn
- 23 aLoft Brooklyn
- 24 City Point
- 25 Dumbo Heights Campus
- 26 Empire Stores + Tobacco Warehouse
- 27 Pacific Park
- 28 Pioneer Building
- 29 The Wheeler
- 30 85 Jay Street
- 31 Brooklyn Dime Savings Bank
- 32 One Willoughby

* Publicly accessible private developments / public-private partnerships



Downtown Brooklyn has also experienced significant private investment, particularly in DUMBO and the Study Area's core. Since 2004, more than 14,000 units of residential housing have been delivered within the Study Area. In addition to this residential development, Downtown Brooklyn has added approximately 550,000 square feet of office space. As of late 2018, thousands of additional residential units were under construction or planned, along with more than 3 million square feet of new commercial office space.

55 Washington is one of the newest rehabilitated office spaces in DUMBO.



DUMBO BID

Recently completed, underway, and planned **private investments** in and near the Study Area include:

Project	Year	Description
Atlantic Terminal and Atlantic Center Malls	1996; 2004	Mixed-use development built above the Long Island Rail Road and subway stations, and includes a combined 800,000 square feet of retail and 150,000 square feet of commercial office space
One Hanson Place	2007	Formerly the Williamsburgh Savings Bank tower, this historic structure was partially converted into 178-unit condo development
Marriott Hotel Expansion	2006	A 24-story expansion to the existing hotel on Adams Street that added 280 additional hotel keys
Oro Condos	2008	303-unit condo development
Sheraton Brooklyn	2010	A 321-key Starwood hotel development
BKLYN Gold + BKLYN Tillary	2010	Two adjacent residential buildings on Gold Street, with a total of 510 rental units
Avalon Willoughby / AVA DoBro	2015	Two stacked apartment buildings with a total of 826 residential units, shared and separate amenities, and ground-floor retail space
City Point	2015-2019	A three-phase, 1.8 million-square-foot mixed-use center with DeKalb Market food hall, a grocery store, and other national and local retailers; City Point also includes 489 market-rate and 250 affordable rental units at City Tower and 7 DeKalb along with 458 condo units to
300 Ashland	2016	A mixed-use development that includes 379 residential units and retail space along with a public plaza and cultural programming at the base
The Ashland	2016	A 586-unit residential development with a ground floor food hall featuring a mix of local retailers
Dumbo Heights Campus	2016	Renovation of 1.2 million square feet of office space, including headquarters for Etsy
Empire Stores + Tobacco Warehouse	2017	Renovation of historic structures in Brooklyn Bridge Park into an office building and commercial space (Empire Stores) and St. Ann's Warehouse Theater (Tobacco Warehouse)
Pacific Park	2017-2020	Series of residential towers and includes several recently completed residential structures adjacent to Barclays Center, such as 461 Dean and 38 Sixth, and will include 363 units, around half of which are affordable
Pioneer Building	2018	Conversion of a 10-story storage space into 200,000+ SF of commercial office space and ground-floor retail
The Wheeler	2019	Conversion and new construction above the historic Macy's department store; with 620,000 SF of new creative office space
90 Sands	2020	Conversion of former Jehovah's Witnesses hotel property to a 508-unit affordable housing building with supportive units for formerly-homeless individuals
One Willoughby Square	2021	A 36-story, 400,000 SF Class A office building with ground-floor retail and a 300-seat middle school
85 Jay Street	2021	A 21-story mixed used development, which will include 737 residential units and commercial space
9 DeKalb	tbd	A 73-story tower designed by SHoP, which will include 500 residential units and ground floor retail; once completed, it will be the largest tower in Brooklyn
80 Flatbush	tbd	A new two-tower mixed development which will include 870 apartment units, including 200 affordable housing units, along with commercial office space, retail space and two public schools

Regional Economic Development Impact

The New York City Regional Economic Development Council (NYC REDC) – tasked by the State with supporting a coordinated economic development strategy downstate through a range of investment programs – has allocated more than \$20 million within the Study Area since 2011, with a focus on job growth and industry diversification at the Brooklyn Navy Yard. Notable projects include:

- **The Green Manufacturing Center (2011):**

The 260,000-square-foot multi-tenant modern industrial facility opened in 2015, and houses New Lab, a platform for technology entrepreneurs. Brooklyn Navy Yard Development Corporation received \$18 million from New York State, including \$1 million in ESD Downstate Revitalization funds and a \$5 million ESD grant to pay for the renovations.

- **Renovation of Building 77 (2014):**

Through a \$1 million ESD grant (out of an \$185 million total project cost), an 18-story industrial building at the Brooklyn Navy Yard was transformed into 1 million square feet of modern industrial space. The building opened in November 2017, with 90 percent leased as of July 2018.

- **Smart Cities Innovation Center at New Lab (2015):**

Expanding on New Lab's opening in 2015, this innovation center will offer facilities and services to support companies that are designing and building hardware for smart cities. New Lab received an \$750,000 ESD grant.

- **Brooklyn Navy Yard Transportation (2016):**

Three years after the first Brooklyn Tech Triangle study was released, Brooklyn Navy Yard Development Corporation is piloting one of its recommendations – a shuttle that connects employees and visitors in and around the Tech Triangle. A \$1 million ESD grant will help the Navy Yard purchase five buses and associated signage and outdoor furniture for the stops.

- **Brooklyn Bridge Plaza (2016):**

As the one of the signature parks of New York City, the plaza is the final developable section of Brooklyn Bridge Park. The plaza will support an ice-skating rink and provide an additional two acres of open space. Brooklyn Bridge Park will receive a total of \$1.2 million through two different REDC grants.

- **BRIC Community Corps (2018):**

BRIC Arts Media, an established art organization within the Study Area, will launch a cohort of 25 BRIC Community Corps. These corps members will create a multidisciplinary installation and present a collection of artistic interventions that will illustrate the history of Fort Green and Downtown Brooklyn and a free BRIC OPEN Festival.

- **Brooklyn Alliance, Inc. (2018):**

The Brooklyn Alliance, a workforce development initiative, will receive \$100,000 in funding to provide training for the metal industry, which includes welding, fabrication, and general safety.

- **NYU AR/VR Lab (2018):**

New York University's Tandon School of Engineering is creating an alternate reality/virtual reality lab that will bring leading researches and industries together to advance these specific technologies. NYU will receive \$700,000 in ESD grants to help create the lab.



BRIC Arts: Brooklyn Navy Yard Corporation



Relationship to Regional Economic Development Council Priorities

In addition to locally driven studies and investments, Downtown Brooklyn revitalization efforts build on and are aligned with the goals articulated by the New York City Regional Economic Development Council in its strategic plan and subsequent updates. Both Downtown Brooklyn and the Brooklyn Navy Yard were identified as economic opportunity zones by the NYC REDC. The DRI Investment Plan for Downtown Brooklyn aligns with the following goals:

- **Improve quality of life** – Creating vibrant and affordable communities that have the amenities and employment opportunities to support the next generation of New Yorkers.
- **Invest in the future** – Building more robust partnerships between employers, the public-school system, and the public university system to ensure that public education is relevant to the demands of the modern workplace.
- **Create a pro-growth, pro-jobs environment** – Continuing the growth and diversification of the City's economy by enhancing the competitiveness of industries and businesses, while also facilitating private sector and City investments that support increased business growth.
- **Foster innovation and inter-regional cooperation** – Directing State funding to projects and programs that lead to gainful employment and upward mobility in growing industries through inter-regional working sessions, analysis and thought leadership.



Recent planning and economic revitalization initiatives have been championed and supported by Brooklyn Borough President Eric L. Adams.

MANAGEMENT & ORGANIZATIONAL CAPACITY

Downtown Brooklyn has an expansive network of public and nonprofit entities that support downtown revitalization and economic development and have the capacity to contribute to the implementation of the DRI's vision, goals, and strategies.

The Study Area's recent planning and economic revitalization have been coordinated and supported by [the Office of the Brooklyn Borough President Eric L. Adams](#). The Borough President is one of five elected leaders in New York City with a mandate to influence major planning and budgetary actions, and to advocate for their borough's needs with City agencies, City Council, State government, and the private sector. In office since 2014, Borough President Adams has allocated \$3.3 million toward affordable housing projects, advocated for parks and open spaces, and supported arts and cultural projects like the Brooklyn Academy of Music's Cinema and Archives Center.

Other major institutions and organizations in the Study Area include:

- **Brooklyn Community Board 2:** Community boards are appointed advisory groups within designated geographical districts that advise on land use and zoning, participate in the City's budget process, and monitor service delivery. Board 2 encompasses Brooklyn Heights, DUMBO, Vinegar Hill, the Navy Yard, Fort Greene, Boerum Hill, and Clinton Hill. Its current chair is Irene Janner, its district manager is Robert Perris, and it is made up of 50 volunteers appointed by the Borough President and local City Council members.

- **Brooklyn Navy Yard Development Corporation:** The Brooklyn Navy Yard Development Corporation (BNYDC) is the non-profit corporation that serves as the real estate developer and property manager of the 300-acre Yard on behalf of its owner, the City of New York. The Yard is now home to over 400 businesses employing more than 7,000 people and generating over \$2 billion per year in economic impact for the City. BNYDC is led by president and chief executive officer David Ehrenberg.

- **Downtown Brooklyn Partnership (DBP):** Downtown Brooklyn Partnership is a non-profit local development corporation that serves as the primary champion for Downtown Brooklyn and manages three Business Improvement Districts (BIDs) within the Study Area, including the MetroTech BID, the Fulton Mall Improvement Association, and the Court-Livingston-Schermerhorn BID. DBP's responsibilities include attracting new businesses and improving the environment for existing companies; facilitating the construction of public spaces and streetscapes that promote an active and cohesive community;

supporting and promoting Downtown Brooklyn's cultural assets; and encouraging a sense of place and an engaged civic community. Over the last 10 years, DBP has led key planning studies in the area, including the Brooklyn Tech Triangle Strategic Plan, the Brooklyn Strand Action Plan, and Culture Forward. The organization is led by president Regina Myer.

- **DUMBO Business Improvement District (BID):** The DUMBO BID, formed in 2006, serves as the primary champion for DUMBO and represents more than 1,000 businesses and dozens of property owners surrounding the base of the Manhattan Bridge. Primary services provided by the BID include public art, free wi-fi, special events, maintenance, landscaping, and advocacy. The BID is led by executive director Alexandria Sica.

- **Myrtle Avenue Brooklyn Partnership:** The Partnership manages two entities: the Myrtle Avenue Revitalization Project LDC (MARP) and the Myrtle Avenue Brooklyn Business Improvement District. Both support maintenance and investment along the Myrtle Avenue corridor, including the Ingersoll and Whitman Houses. The Partnership provides maintenance, marketing, advocacy, planning, cultural and community programming, and local hiring facilitation. The Myrtle Avenue Partnership is run by executive director Meredith Phillips Almeida.

DRI investment in Downtown Brooklyn will be supported by a robust network of local organizations, including Borough President Adams, community and business groups, and New York City agencies.

Key Observations

1

Downtown Brooklyn has seen **historic levels of public and private investment** and has sparked a rebirth of commercial activity for the Brooklyn, but this investment has been uneven in terms of geographies and populations that have seen the most direct benefits. In particular, the center of the Study Area, near the intersection of Tillary and Navy Streets adjacent to the NYCHA campuses, has seen relatively few recent public projects, including street and open space improvements.

2

Downtown Brooklyn is a vital and growing job center for the borough, but **additional services are required to connect local underemployed residents to these jobs and prepare the next generation for tomorrow's job opportunities.** Downtown Brooklyn is already the largest central business district outside Manhattan; further, local job growth has centered on fast-growing, well-paying sectors such as tech, creative and professional services. However, strengthened pathways to jobs in these sectors are required to directly serve communities that have been disconnected from Downtown's growth to date.

3

The Study Area faces **major connectivity challenges** resulting from the impact of highway construction and urban renewal policies coupled with decades of disinvestment in neighborhood-serving infrastructure, particularly alongside the Brooklyn-Queens Expressway and key connecting streets such as Jay Street, Navy Street, and Tillary Street. These barriers to mobility limit connections between neighborhoods and to economic, educational, and cultural resources between the northern and southern portions of the Study Area.

The investment strategy outlined in this plan is based on a series of observations about the Study Area's demographic, economic, physical, and investment context – observations that were articulated in recent neighborhood plans and that arose during DRI community engagement efforts.

4

Downtown Brooklyn is an area well connected by transit in certain areas but remains disconnected in others. Certain communities and populations have experienced disinvestment and remain disconnected to transit and transit-oriented investment, **without the same access to economic and cultural opportunities as others.**

5

Concerns about gentrification are widespread amid rising rents and changing demographics, necessitating thoughtful planning to avoid investments that exacerbate displacement pressures, and a focus on improving publicly-accessible assets that are shared broadly among area residents, such as parks, open spaces, streets, and cultural and community centers. Spaces and new services that represent the arts, recreation and economic opportunities, should be added to better serve community members.



Visitors at Albee Square participate in a children's programming event.

Planning Context

Local Population, Employment, and Development

The following sections detail additional local context that supports the above preceding observations and shed light on the highest-impact investment opportunities for the Study Area.

A Growing Population

Downtown Brooklyn is a diverse, vibrant, and growing community of more than 45,000 residents representing a range of incomes, ethnicities, and ages. The population has increased significantly since 2010, growing by 27% compared to 7% and 6% in the borough and the city, respectively.

In aggregate, the Study Area's demographic mix is largely representative of the borough overall; 31% of residents are African American, 30% are white, 22% are Hispanic, and 17% belong to other racial/ethnic groups. Nearly a quarter of all residents are foreign-born, with the leading regions of origin including: Asia (43% of total foreign-born population), largely composed of Chinese immigrants (24%); the Dominican Republic (9%); and countries in Central America (9%).

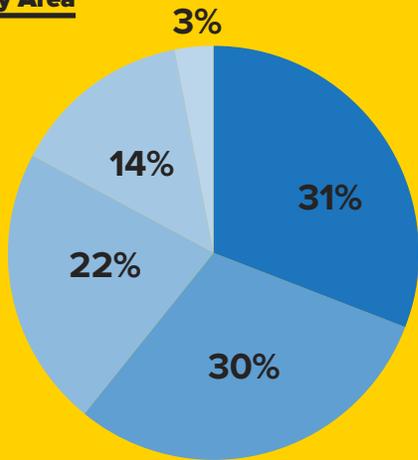
Downtown Brooklyn also has a sizeable Spanish-speaking community (16% of total population). Downtown Brooklyn's residential boom has largely been driven by young professionals (ages 25-34) and children (ages 5-9); the population of both age groups has increased at a higher rate than in the borough or New York City (5 and 7 times higher, respectively). Despite this growth, households with children under 18 still make up a lower share of all households than in the borough overall (27% in the Study Area, compared with 33% in Brooklyn). As the Baby Boomer cohort continues to age, Downtown Brooklyn has also seen an increase in residents over the age of 65 that outpaces the borough and New York City (30% increase in the Study Area, compared with 19% in the borough and New York City).

The median household income in the Study Area, \$61,000, is roughly 20% higher than the median income in the borough overall. However, individual household income varies widely within the Study Area. Roughly a third of all residents live below the poverty level, while another quarter of households earn more than \$150,000 annually. This income disparity is driven by several factors including the concentration of public housing at the center of the Study Area, and the influx of younger, more affluent residents to new developments.

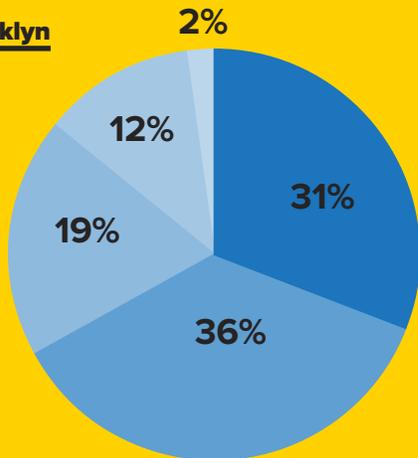
Distributioun of Race & Ethnicities

- Black Alone
- White Alone
- Hispanic Origin
- Asian Alone
- Two or More Races

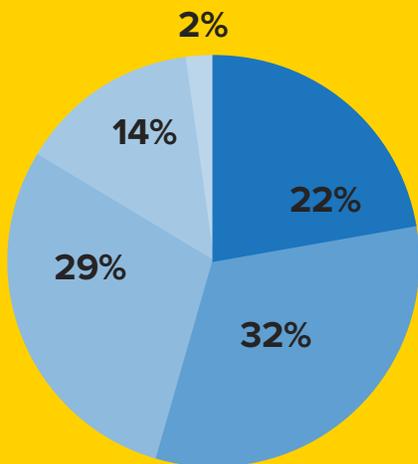
Study Area



Brooklyn



NYC

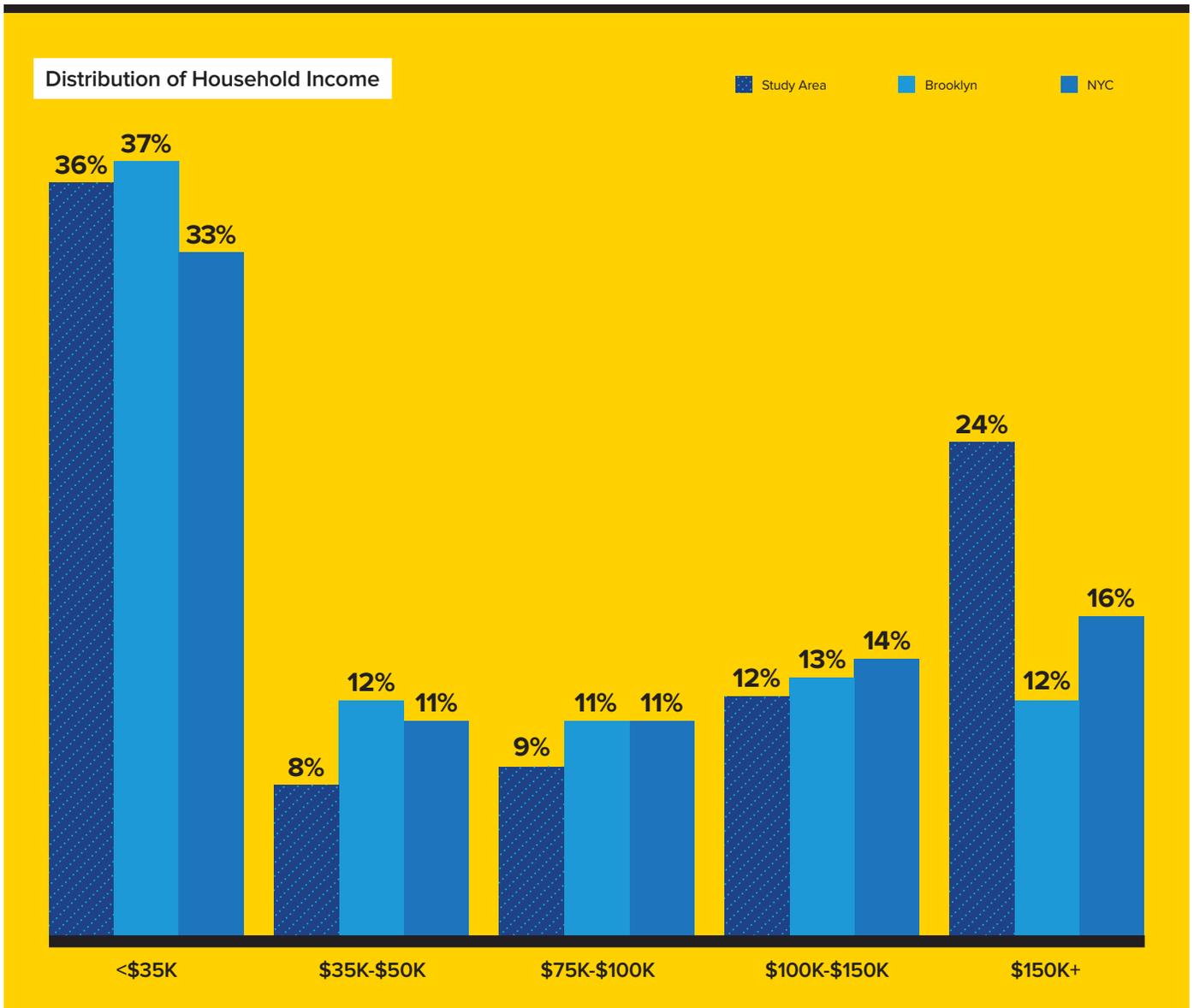


Population growth has been fueled by significant residential development in the Study Area.

There are more than 14,000 housing units within Downtown Brooklyn. Nearly all units (13,300, or 95%) are in buildings containing 10 or more units, which reflects the prevailing medium- to- high-density development pattern in the district. Residential units are nearly split evenly between rental and ownership (54% are rentals), making Downtown Brooklyn a significant hub of condos and co-ops in the borough. The average age of the housing stock within the Study Area is 62 years, slightly younger than the housing stock in the borough (79 years) and the city (69 years).

The northeastern portion of the Study Area is defined by several mid-century housing developments, including three NYCHA developments that include nearly 5,000 public housing units housing more than 11,000 residents. Downtown Brooklyn also has several mid-century cooperative buildings such as University Towers, a 182-unit, 15-story building completed in 1963 between Fleet Street and Ashland Place. Newer developments include converted warehouses in DUMBO and Vinegar Hill, and high-rise multi-family towers throughout the core of Downtown along corridors including Flatbush Avenue, Livingston Street, and Schermerhorn Street.

Downtown Brooklyn is a diverse, vibrant, and growing community of more than 45,000 residents representing a range of incomes, ethnicities, and ages.



New York City Housing Authority (NYCHA) Developments Within the Study Area

Development	Year Built	Buildings	Units	Population
Walt Whitman Houses	1944	15	1,659	3,900
Ingersoll Houses	1944	20	1,840	4,300
Farragut Houses	1952	10	1,390	3,200
TOTAL		45	4,889	11,400

Source: NYCHA



Residential Development

Downtown Brooklyn has returned to its historic roots as a vibrant residential hub in the borough and is expected to continue as one of the strongest and fastest growing housing markets in New York City into 2020 and beyond.

As of December 2018, more than 70 residential projects have been completed since the 2004 rezoning, and an additional two dozen projects with residential units were under construction or in the planning phase. Residential developments recently completed, currently underway, and in the pipeline include:

- **The Amberly**, a 33-story mixed-use building between Jay and Nassau Streets completed in 2018, which includes 270

apartments, more than 50,000 SF of office space, and a 10,000-square foot public plaza

- **11 Hoyt**, a 51-story condo development adjacent to the historic Macy’s along Fulton Street, which will include 481 units expected to sell for prices between \$600,000 to over \$4 million
- **Brooklyn Point**, a 68-story condo development that is part of the City Point complex and will contain 458 condominium units
- **80 Flatbush**, a two-tower development that will house nearly 900 residential units (including 200 affordable units), retail and office space, and two public schools

- **161 Ashland Place**, which is expected to add more than 470 residential units and institutional space at the campus of Long Island University
- **260 Gold Street**, located at the corner of Tillary and Gold Streets, a 13-story building which is expected to contain 286 apartments
- **202 Tillary Street**, twin buildings rising to 21 and 23 stories, respectively, which are expected to include 262 apartments, 79 of which will be set aside as affordable, along with approximately 14,000 square feet of ground floor retail

While these new developments represent an important period of growth for Downtown Brooklyn, the proliferation of luxury housing in the Study Area has caused concern among existing residents that they will no longer be able to afford a lifestyle near Downtown. The median rent for a one-bedroom apartment is currently \$3,400 a month, which represents one of the highest asking rents in the borough, and Downtown Brooklyn overall has seen an increase in rents of nearly 4% between 2017 and 2018, and a nearly 10% increase since 2014. Over the last fifteen years, developers have delivered more than 2,500 units of affordable housing, with more than 1,000 additional units planned as of late 2018.

A Burgeoning Local Economy

The Study Area is the largest central business district outside of Manhattan, and the third largest central business district in New York City. There are more than 82,000 jobs in the two zip codes that encompass the Study Area, representing 10% of all jobs in Brooklyn. Downtown Brooklyn is one of the densest job centers in New York City, with over 140 jobs per acre, compared to 17 for the borough and 100 for New York City. Over the last 10 years, job growth has increased by more than 30%.

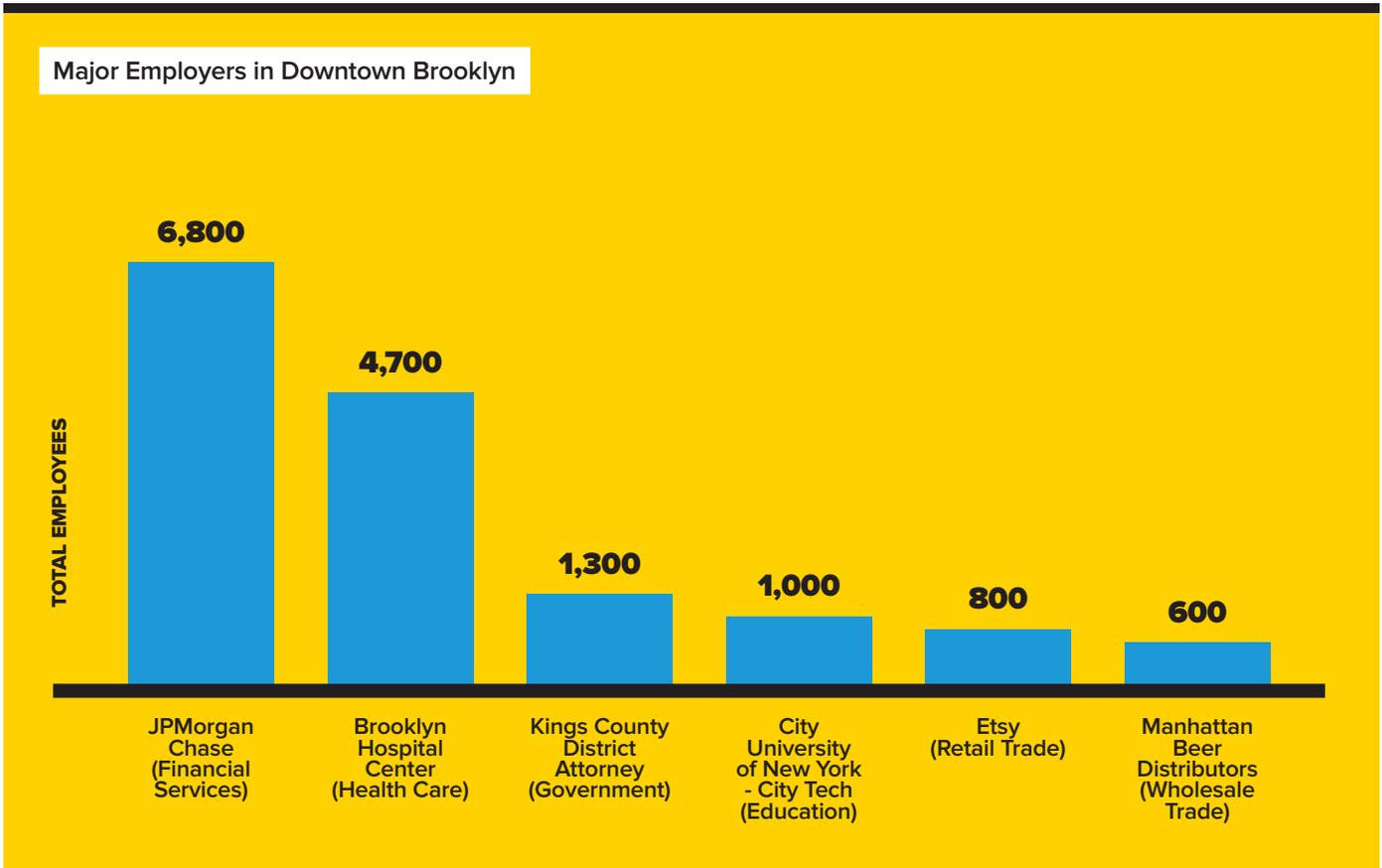
Overall, job activity is focused in the health care, government, and education sectors - which represent 44% of all total jobs in the Study Area - and include major employers such as Brooklyn Hospital, numerous City of New York agencies, CUNY City Tech, New York University, Long Island University, and other schools.

Nearly all Downtown Brooklyn jobs (97%) are filled by people who live outside of the Study Area, with 37% of employees living in the borough, 40% commuting from other boroughs of New York City, and the remainder commuting from outside of New York City.

Local job growth between 2010 and 2018 paints a picture of an evolving downtown, with the Study Area attracting tech, innovation, creative, and media industries that are key to the city's overall economic growth goals. In addition to tech, which includes information services, a field that has added 1,700 jobs in Downtown Brooklyn (122% increase); the Study Area has also seen an increase arts and entertainment, which added 1,000 jobs (110%); accommodation and food services, which added 3,200 jobs (99%); and professional services, which added 2,200 jobs (63%).

Throughout Downtown Brooklyn's history, manufacturing has also played an important role in defining the Study Area's physical landscape and job base. The Brooklyn Navy Yard is the largest manufacturing hub in the borough, employing 7,000 people - nearly 35% of all manufacturing jobs in Brooklyn - and is expected to add 30,000 jobs over the next 15 years.

Downtown Brooklyn has returned to its historic roots as a vibrant residential hub in the borough and is expected to continue as one of the strongest and fastest growing housing markets in New York City into 2020 and beyond.



Over the next 10 years, growth within the Study Area is anticipated to align with the industries that currently comprise Downtown Brooklyn’s major employers including arts and culture, tech, health care, and advanced manufacturing. An assessment of Downtown Brooklyn’s current conditions, as well as its competitiveness in retaining and attracting new businesses and works, follows:

- Advanced Manufacturing:** Despite the decline of more traditional industrial sectors, New York City and Downtown Brooklyn have both experienced a resurgence in advanced manufacturing, most notably in the Brooklyn Navy Yard, which is home to more than 7,000 jobs and dozens of innovative companies such as Honeybee Robotics, which produces electronics and high-tech prototypes. The Navy Yard’s 2018 master plan outlined a \$2.5 billion investment which will include 5.1 million square feet of vertical manufacturing space that is projected to introduce an additional 30,000 jobs into the Study Area.
- Arts, Entertainment & Hospitality:** New York City experienced a boom in accommodations and food services jobs between 2010 and 2018, creating 115,000 jobs. Arts and entertainment jobs also grew substantially during that period, by 21,000. As the historic cultural hub for the

borough, Downtown Brooklyn has seen a significant increase in hospitality and cultural job opportunities, adding 1,000 new jobs as older institution such as BAM have expanded, and newer organizations, such as Center for Fiction, have moved to the area. Recent commercial investments in the Study Area have also contributed to the rise in the service economy, which is expected to increase by 37% by 2028.

- Professional Services, Tech & Innovation:** Since 2006, the number of tech and tech-supported jobs in New York City grew by 76,000 jobs (30% growth), adding more such jobs than Washington D.C., Boston-Cambridge, and Atlanta combined. Downtown Brooklyn has absorbed a significant share of these jobs, adding nearly 15,000 jobs and 1,200 new firms since 2010, which make up half of tech and innovation jobs (30,000) in the borough. As of 2015, the Brooklyn Tech Triangle, which is contained within the Study Area, employs over 17,000 people. This number is expected to increase an additional 35% over the next 10 years. Industry-institutional partnerships such as the Brooklyn College Feirstein Graduate School of Cinema and NYU’s VR/AR Lab - both at BNY - contribute to the growth of tech and innovation within the Study Area and help to produce a talented, prepared, and tech-savvy workforce.

• **Health Care & Life Sciences:** Statewide, health care jobs are projected to grow by an additional 30% over the next decade, with similar trends expected in New York City, making health care one of the fastest growing sectors in the economy. Health care-related jobs in Downtown Brooklyn have grown 40% between 2010 and 2018, driven by the increase in home health care services. As Baby Boomers continue to age, sub-sectors such as home health care and elder care are expected to see the highest gains.

Commercial Development

Downtown Brooklyn has experienced significant recent economic growth, which includes a robust office market and a large and growing inventory of light industrial space.

Downtown Brooklyn contains nearly 20 million square feet of occupied office and retail space. This total includes Metro Tech, a 16-acre commercial, academic, and high-tech campus comprising 12 buildings and nearly 4.5 million square feet of office space. Over the last several years, the Study Area has welcomed a wide range of tech and creative tenants that have joined longer-term leaseholders such as JP Morgan Chase, MakerBot, Etsy, UniWorld Group, Con Edison, National Grid, United Technologies, and 72 + Sunny. TAMI (tech, advertising, media, and information) and coworking tenants represented 24% of all leasing activity between 2015 and 2017 .

Though there has been a significant amount of new commercial space added in DUMBO (2 million square feet) and the

Brooklyn Navy Yard, the historic core of Downtown Brooklyn has seen limited development of new commercial office space over the last 10 years, with just 550,000 square feet delivered between 2007 and 2017. However, several new projects under construction and in the pipeline are expected to add over 3 million additional square feet of office space in the coming years. These projects include One Willoughby Square, a 400,000 square foot Class A office project currently under construction, and The Wheeler, which will include 620,000 square feet of creative office space. City leaders have encouraged the development of additional office space to ensure Downtown Brooklyn continues to serve as a mixed-use center with adequate space to meet demand from new and growing firms.

Major hubs of commercial retail in the Study Area include the historic Fulton Mall, Atlantic Terminal Mall and Atlantic Center, the City Point retail and entertainment complex, and a mix of neighborhood retail and casual dining businesses throughout the core of Downtown Brooklyn and in DUMBO. Retail is supported by a growing daytime and residential population and more than 15 million visitors to Brooklyn each year. Downtown Brooklyn also has several Business Improvement Districts (BIDs) in or around the Study Area, which serve to maintain public space, advocate for businesses and residents, provide free public programming, and attract new retailers and companies into their catchment areas.

Business Improvement Districts in the Study Area

Business Improvement District	Year Established	Block Faces Covered	Total Ground Floor Retail Businesses	Assessment
Fulton Mall Improvement Association*	1976	17	150	\$2M
MetroTech*	1992	95	134	\$3.8M
Court-Livingston-Schermerhorn*	2007	68	194	\$907K
DUMBO Improvement District	2005	128	120+	\$835K
Myrtle Avenue Brooklyn Partnership	2005	40	170	\$575K
TOTAL		348	768+	\$8.1M

*BID is managed by the Downtown Brooklyn Partnership.



The Atlantic Avenue-Barclays Center station is one of the busiest transit centers in New York City, with over 13.5 million riders passing through each year.

Strong Transit Access

The area is well served by public transit, although service is unevenly distributed. Major connections within the Study Area include the A, C, B, D, F, G, N, Q, R, 2, 3, 4, and 5 subway lines, the Long Island Rail Road, the New York City Ferry, dozens of bus lines, and more than two dozen Citi Bike stations. Downtown Brooklyn is a transit hub with excellent access to New York City’s dynamic talent pool, with a labor force of more than 1.2 million people within a 30-minute commute shed. However, access to transit is largely contingent on where a resident lives, with those living in and around the Downtown core having a variety of subway lines to choose from, while those that live farther north in the Study Area, including the three NYCHA campuses, have access to just two subway lines and buses.

Some of the busiest subway stations in New York City are located within the Study Area, including Atlantic Avenue-Barclays Center, which is a vital connection point for over

40,000 daily riders traveling throughout the borough and into Long Island using the commuter rail lines, as well as the Jay Street-Metro Tech and Borough Hall stations, providing direct access to the Study Area’s core office and retail center.

In addition to public transit, there are several infrastructure projects planned on or near the Brooklyn-Queens Expressway, one of New York City’s primary vehicular arteries. The Expressway (BQE) is long overdue for major renovations, which New York City Department of Transportation proposes to undertake over the next decades. The proposed construction includes overhauling the BQE between Atlantic Avenue and Sands Street. There are also plans to construct a new streetcar system called the Brooklyn-Queens Connector (BQX). This proposed streetcar would provide a much-needed north-south connection from Red Hook, through the Study Area, and into Williamsburg, Greenpoint, and Long Island City, terminating in Astoria, Queens.

Annual Ridership among Area Subway Stations, 2017

Station	Subway Line(s)	Annual Riders (2017)	NYC Rank (Out of 472)	Brooklyn Rank (out of 157)
Atlantic Avenue-Barclays Center	B, D, N, Q, R, 2, 3, 4, 5	13,571,093	21	1
Jay Street-Metro Tech	A, C, F, R	13,007,176	22	2
Court Street-Borough Hall	R, 2, 3, 4, 5	10,693,598	28	3
DeKalb Avenue	B, Q, R	6,551,184	66	7
Nevins Street	2, 3, 4, 5	3,271,270	156	34
Hoyt-Schermerhorn Streets	A, C, G	3,264,293	157	35
York Street	F	3,172,717	164	37
Hoyt Street	2, 3	2,137,478	232	60
Fulton Street	G	1,698,778	279	86

Source: MTA



Legacy of Urban Renewal & Underinvestment in the Public Realm

Amid historic growth in Downtown Brooklyn and changing patterns of use, physical challenges across the Study Area limit the potential to link centers of activity and to ensure that benefits from growth are felt throughout the Study Area. In addition, significant physical needs at public and civic spaces that serve the broader community provide an opportunity to directly invest in a more equitable Downtown Brooklyn.

Through the first half of the 20th century, Downtown Brooklyn was well connected and accessible by a traditional urban road network. However, urban renewal projects, such as the construction of the Brooklyn-Queens Expressway (BQE) in the 1940s and 1950s, left many neighborhoods physically and economically isolated by ramps and interchanges, and eliminated historic street patterns that provided connections between major population and business centers as well as park space. Wide streets built to accommodate interstate traffic further limited neighborhood connectivity.

Streetscapes & Walkability

This legacy persists today, as key corridors, including Tillary Street, Navy Street, and Park Avenue, are characterized by wide roadbeds and narrow pedestrian pathways, many of which have not seen improvements in more than 50 years and remain inaccessible and unsafe. Conditions on these corridors include incomplete, non-existent, and unmaintained sidewalks, inadequate pedestrian crossings and ramps, poor lighting, and an abundance of fences and other barriers that limit pedestrian mobility and limit visibility. Particularly along the BQE, the lack of well-marked, appropriately sized, and protected intersections and pedestrian space reflects the uneven development patterns within the Study Area. For example, Navy Street intersects with Tillary Street/Park Avenue at a traffic-dominated interchange of the BQE defined by blank ramp walls and difficult pedestrian crossings. Cars are parked and stored illegally on the publicly owned land abutting the expressway. Collectively, these conditions encourage speeding traffic, as well as create unfavorable walking and cycling conditions that limit pedestrian and bike traffic between different nodes within the Study Area.

Parks & Civic Spaces

Investment in physical conditions of parks and civic spaces within the Study Area also remains uneven. While signature parks such as Brooklyn Bridge Park have received substantial public funding and private investment in recent decades, other local open spaces, such as Commodore Barry Park and

the Bridge Parks, have gone decades without large-scale improvements. As the oldest park in Brooklyn, Commodore Barry Park is a vital open space for the surrounding community of NYCHA residents. It hosts the annual Afropunk music festival and African Arts Festival and is home to Little Leagues and recreational sports leagues. Despite intensive use, Commodore Barry has more than \$20 million of unmet capital needs. While Bridge Park 2 will soon undergo a major renovation, the adjacent Bridge Parks, currently underutilized asphalt spaces, have no plans for renovation. The local Walt Whitman Library is also among the highest-need branches in the Brooklyn Public Library system. While the branch is slated for a building renovation in the coming years, the library has insufficient funds to renovate the interior space used most frequently by patrons.

Pedestrian Connections

Connections between the Study Area's three public housing communities – Ingersoll, Whitman, and Farragut Houses – and surrounding neighborhoods are also in need of improvements. The developments are bordered by several of the challenged corridors highlighted earlier in this section, including Park Avenue and Navy Street, as well as portions of York and Sands Streets, with their associated connectivity barriers. Additionally, the public spaces within and surrounding the housing communities are characterized by over-fencing, poor lighting, lack of wayfinding or signage, and limited lines of sight. Public spaces, such as Bridge Parks 1, 2, and 3, Commodore Barry Park, and the housing communities have received limited or no major investment in recent decades. One stretch of Navy Street that bisects Ingersoll Houses has no sidewalks at all, with pedestrians forced to choose between walking in the highly trafficked roadbed or walking within the housing community's poorly-lit fenced-in paths.

Significant physical needs at public and civic spaces that serve the broader community provide an opportunity to directly invest in a more equitable Downtown Brooklyn.

A Center of Education and Career Development

Downtown Brooklyn is also an important educational center. There are numerous schools within the Study Area, ranging from public high schools to public and private higher education institutions, including New York University (NYU) Tandon School of Engineering, NYU Center for Urban Science and Progress, Brooklyn Law School, New York College of Technology (City Tech), and Long Island University Brooklyn. Approximately 45,000 students are enrolled in the eleven different higher education institutions in and around the Study Area. These schools provide an important center of energy and activity within the Study Area while also feeding into the local entrepreneurial ecosystem and providing opportunities for career development.

Higher Education Institutions in or around the Study Area
Berkeley College
Brooklyn College Feirstein Graduate School of Cinema
Brooklyn Law School
Long Island University (LIU) Brooklyn
New York City College of Technology (City Tech)
New York University (NYU) Center for Urban Science and Progress
NYU Tandon School of Engineering
Pratt Institute
St. Francis College
St. Joseph's College
State University of New York (SUNY) Empire State College at Brooklyn

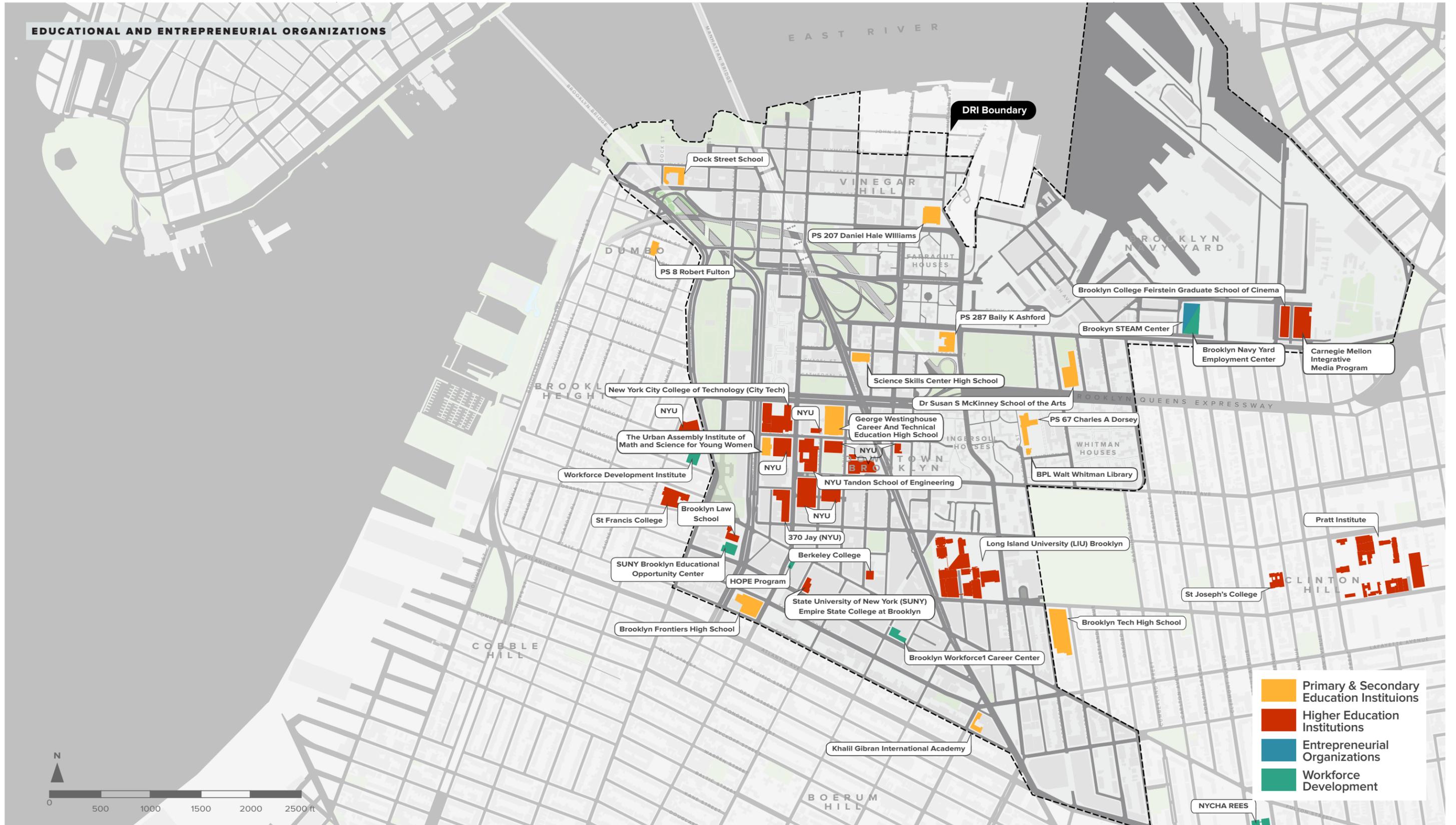
In addition to educational institutions, local community organizations also provide workforce development services.

Due to the presence of the Navy Yard, several workforce development organizations in the Study Area are focused on providing manufacturing training. Programs, such as the Brooklyn S.T.E.A.M. Center at the Brooklyn Navy Yard, serve as a talent pipeline program for young adults by preparing students to work in the tech and innovation sectors. Other organizations such as NYU Tandon partner with medical and dental schools to provide access to modern bioengineering technology for students and jobseekers. These workforce programs represent an effort among local employers and economic development entities to improve job access for residents. Workforce development programs in or around the Study Area include:

- **Brooklyn Navy Yard Employment Center:** The Navy Yard's Employment Center at Building 92 helps businesses in and around the Yard attract and retain workers while providing

area residents access to information on job opportunities. The Employment Center is open daily and fills more than 300 open positions at over 150 businesses each year.

- **The HOPE Program:** Using a comprehensive approach to workforce development, the HOPE Program offers training, adult basic education, certification, work wellness services, internships and job placement services to jobseekers. Individuals can join one of three training programs based on three core areas – sustainable construction, food handling, or general training for careers in fields like social services or maintenance – and received their OSHA 10 certification. The HOPE Program's Brooklyn location is based within the Study Area near MetroTech at 1 Smith Street.
- **NYCHA Office of Resident Economic Empowerment and Sustainability:** The Office of Resident Economic Empowerment and Sustainability (REES) works within NYCHA properties and assists residents by providing partnerships and collaborations for employment opportunities. REES allows NYCHA residents to enroll in adult education programs, learn how to start or grow a small business, and provides classes on how to manage debt.
- **New York City Workforce1 Career Center:** As a service of New York City's Department of Small Business Services, Workforce1 centers help prepare and connect jobseekers with employment opportunities throughout the City. These centers provide evaluations and offer training in health care and industrial career paths. Workforce1 operates at 9 Bond Street, off of Fulton Mall.
- **State University of New York Brooklyn Educational Opportunity Center:** The Brooklyn Educational Opportunity Center (BOEC) is part of a larger network of educational institutions within the State University of New York's (SUNY) system that serve adult learners. BOEC provides training and educational services to eligible New York state residents, which range from English as a Second Language courses to security guard training and OSHA certifications. The BOEC operates near Brooklyn Borough Hall at 111 Livingston Street.
- **Workforce Development Institute:** The Workforce Development Institute is a New York State program that administers federal and state funding for workforce development programs. The Institute provides a variety of workforce development services and support programs, including child care subsidies and targeted grants to work directly with different businesses, unions or other organizations to address specific needs. The Institute is located directly outside of the Study Area at 195 Montague Street.



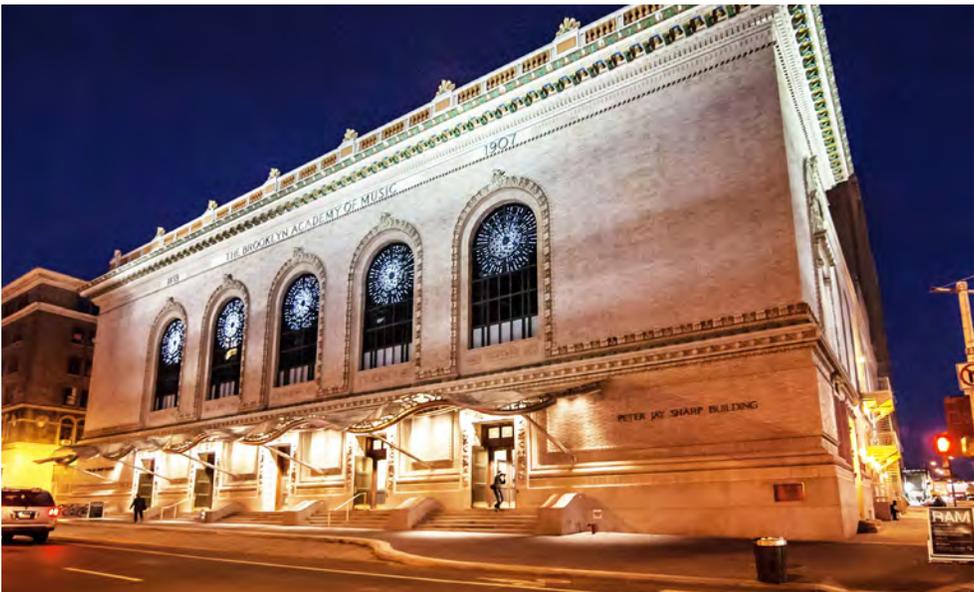


Downtown Brooklyn is located within the Brooklyn Cultural District, and is home to dozens of notable institutions, including the Brooklyn Academy of the Arts, BRIC Arts Media Center, and Mark Morris Dance Center.



A Hub for Arts & Culture

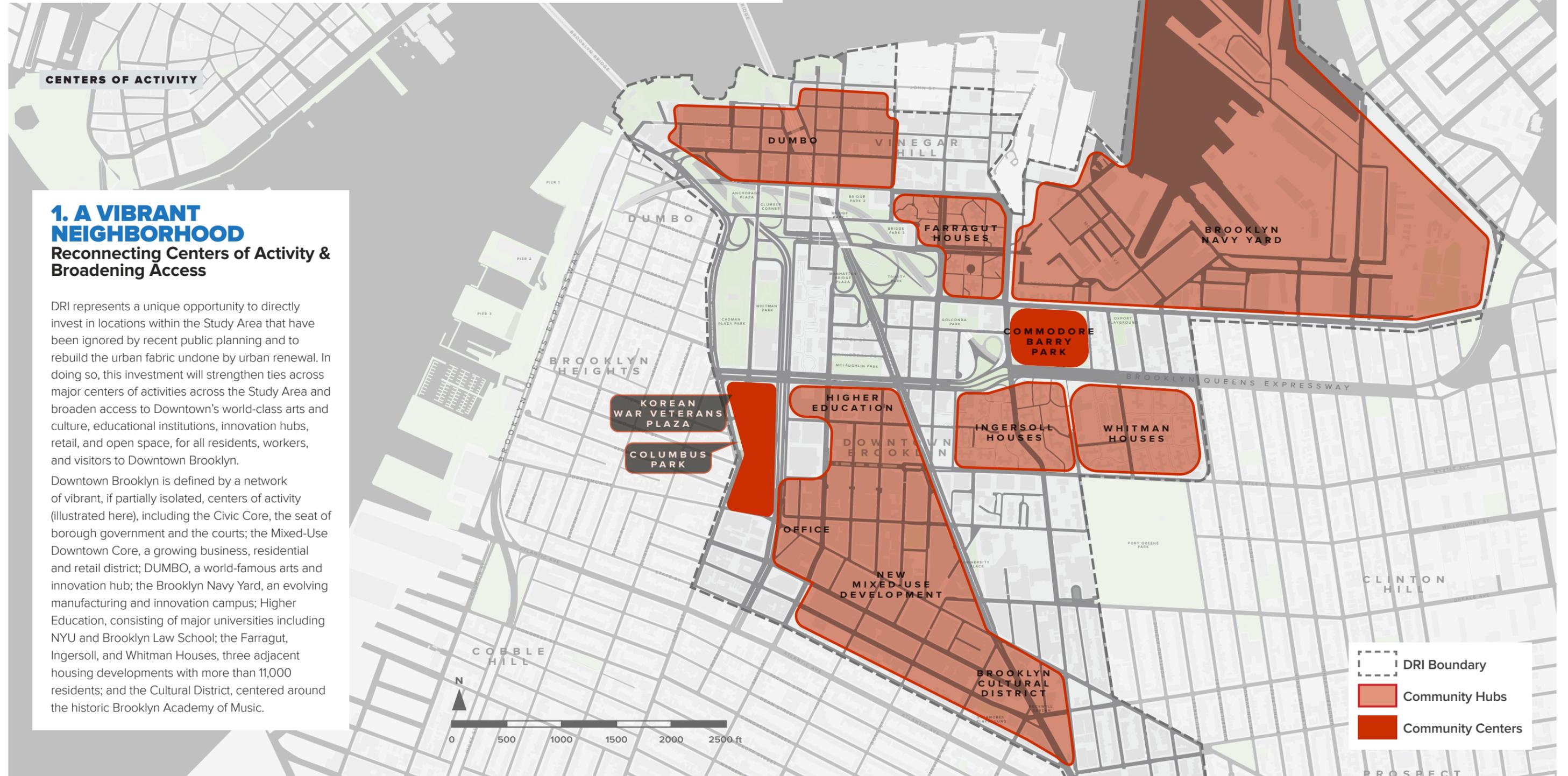
Downtown Brooklyn has a century’s worth of history serving as the arts and cultural hub for the borough, with more than 100 arts and cultural organizations located in or around the Study Area. The Brooklyn Academy of Music (BAM) is one of America’s oldest performing arts institutions, dating to the 1860s, and has grown from a philharmonic ensemble to an arts and cultural venue that features contemporary performances, ballet, international music, and a four-screen cinema. Other cultural organizations in the Study Area include the BRIC Arts Media Center, Mark Morris Dance Center, Theatre for a New Audience, the Museum of Contemporary African Diaspora Arts (MoCADA), St. Ann’s Warehouse, galleries in DUMBO, Brooklyn Historical Society’s DUMBO annex, Issue Project Room, Smack Mellon, Brooklyn Ballet, and the New York Transit Museum.



SOURCE: (Clockwise) 1. BRIC; 2. DUMBO BID; 3. Downtown Brooklyn Partnership; 4. BAM; 5. Florianne Jalac; 6. Downtown Brooklyn Partnership; 7. Mat Hayward; 8. DUMBO BID

INVESTMENT CONTEXT

Physical challenges across the Study Area limit the potential to link centers of activity and ensure that benefits from growth are felt throughout the Study Area. In addition, significant physical needs at public and civic spaces that serve the broader community provide an opportunity to directly invest in a more equitable Downtown Brooklyn.



CENTERS OF ACTIVITY

1. A VIBRANT NEIGHBORHOOD
Reconnecting Centers of Activity & Broadening Access

DRI represents a unique opportunity to directly invest in locations within the Study Area that have been ignored by recent public planning and to rebuild the urban fabric undone by urban renewal. In doing so, this investment will strengthen ties across major centers of activities across the Study Area and broaden access to Downtown’s world-class arts and culture, educational institutions, innovation hubs, retail, and open space, for all residents, workers, and visitors to Downtown Brooklyn.

Downtown Brooklyn is defined by a network of vibrant, if partially isolated, centers of activity (illustrated here), including the Civic Core, the seat of borough government and the courts; the Mixed-Use Downtown Core, a growing business, residential and retail district; DUMBO, a world-famous arts and innovation hub; the Brooklyn Navy Yard, an evolving manufacturing and innovation campus; Higher Education, consisting of major universities including NYU and Brooklyn Law School; the Farragut, Ingersoll, and Whitman Houses, three adjacent housing developments with more than 11,000 residents; and the Cultural District, centered around the historic Brooklyn Academy of Music.

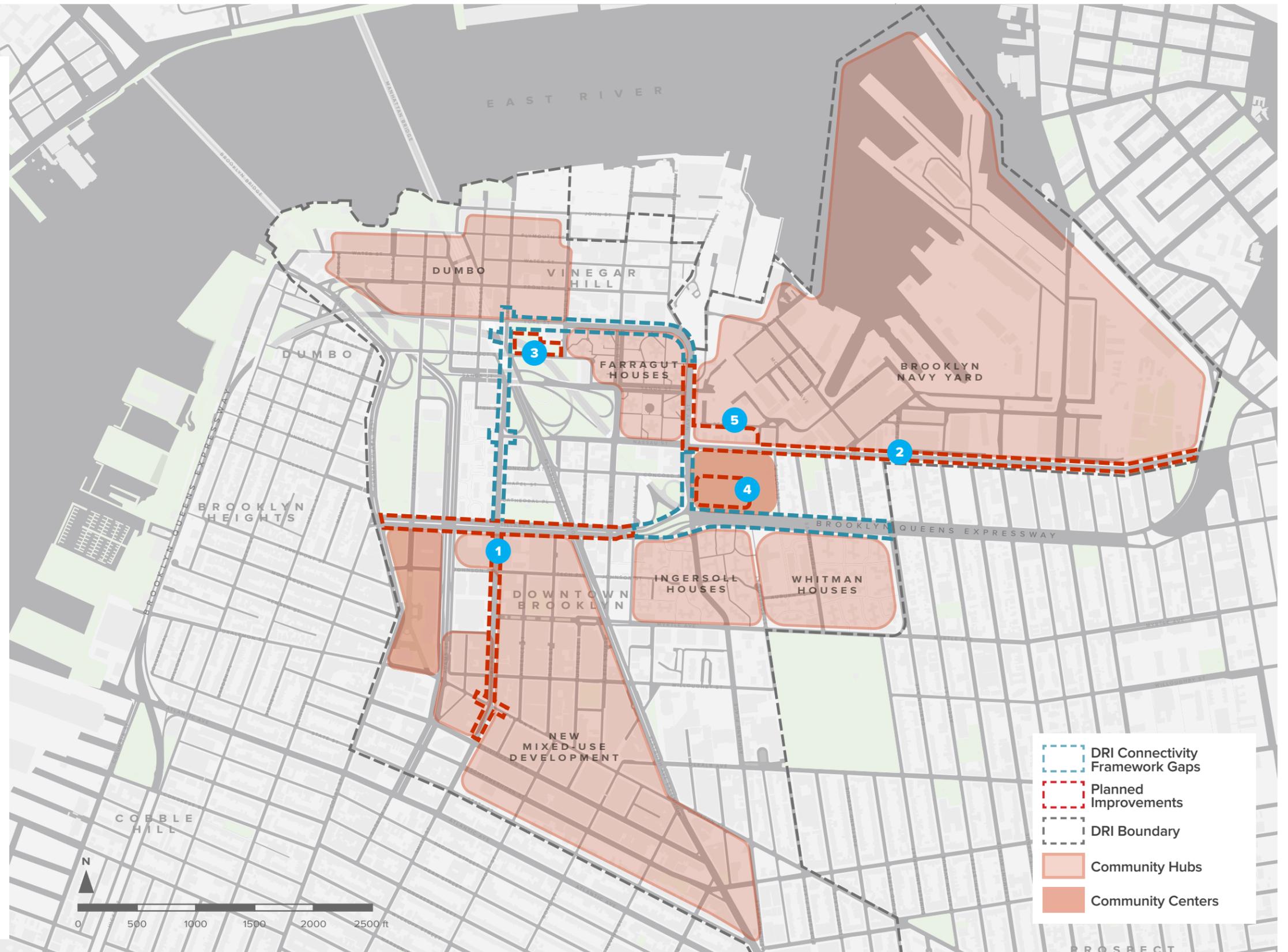
EXISTING CONNECTIVITY FRAMEWORK

2. CONNECTING ACTIVITY CENTERS

Addressing Mobility Challenges Through Recent & Pending Connectivity Improvements

Each of these centers uniquely contributes to the Downtown, providing jobs and services, supporting culture, and attracting local, regional, and international visitors. As described earlier in this chapter, the disconnect between these centers, and unattractive spaces in between, has hampered mobility and equitable access to the growth and benefits recently experienced in the broader Study Area. In recent years, the City of New York has begun to fund and attract investments that begin to address historic challenges. These improvements (illustrated here) include:

1. **Tillary Street improvements**, which will reconstruct the major Downtown corridor, over the course of three phases, from the foot of the Brooklyn Bridge to just past Flatbush Avenue to calm traffic and improve landscaping.
2. **The Flushing Avenue greenway improvements**, which include improved sidewalks and bike lanes along the southern border of the Brooklyn Navy Yard and are part of a broader vision for a Brooklyn Greenway Initiative wrapping the waterfront.
3. **Bridge Park 2 reconstruction**, which will convert the asphalt field situated in between the Farragut Houses and DUMBO into an active, programmable park space with fitness equipment and fields.
4. **Commodore Barry Park improvements**, which will rebuild the turf field used by local sports leagues and install lighting to allow nighttime use, as well as brighten the surrounding streets and sidewalks.
5. **Wegmans development**, a large-format supermarket at the corner of Navy Street and Flushing Avenue, at the edge of the Navy Yard. The Wegmans will provide 500 jobs and meet a local need for a quality grocer.



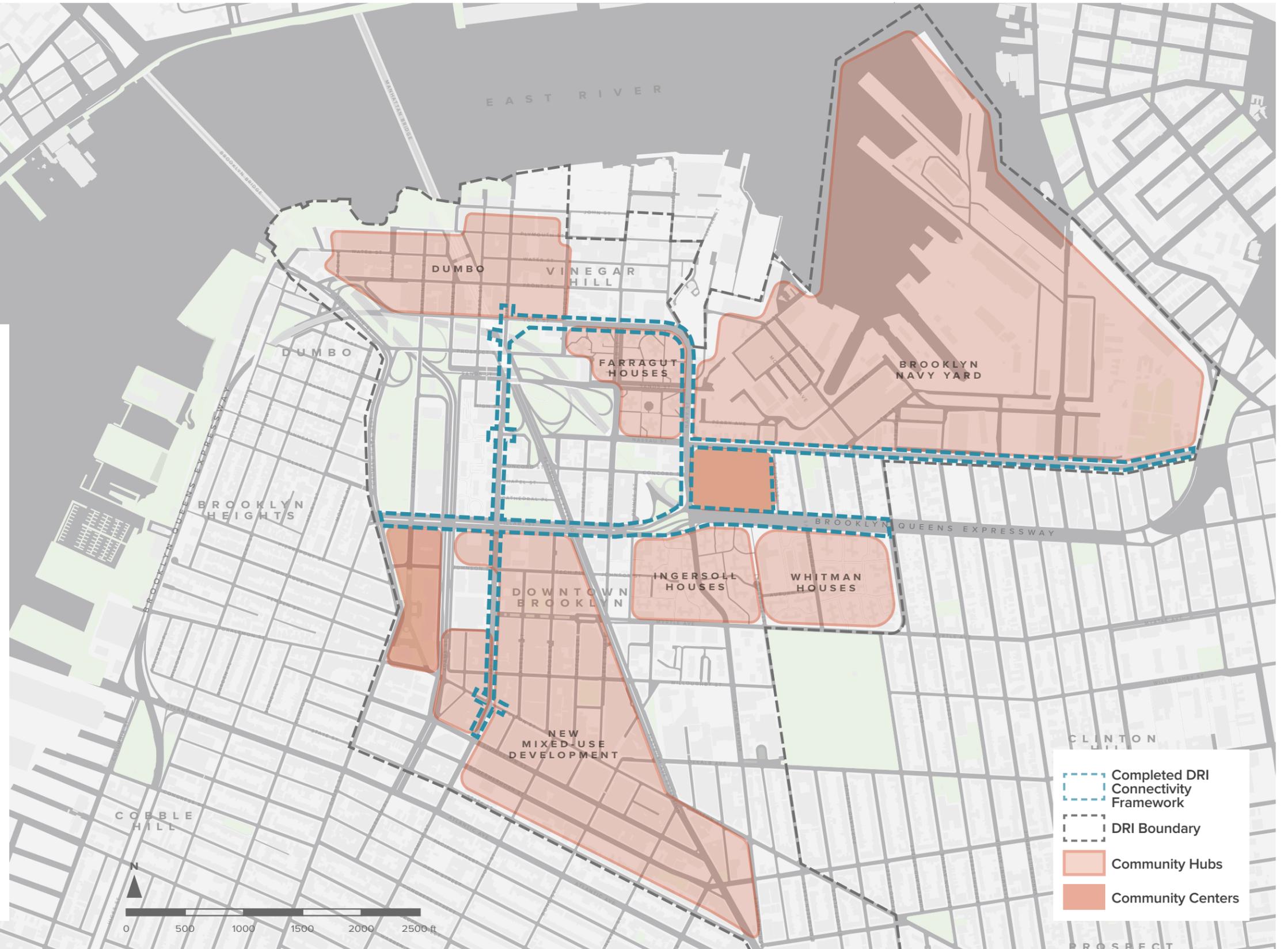
FUTURE CONNECTIVITY FRAMEWORK

3. STRATEGIC FRAMEWORK FOR INVESTMENT

Closing Existing Gaps to Improve Access

While these improvements will make a significant impact on the Downtown's physical conditions, some of the highest-need streets, sidewalks, and public spaces within the Study Area will still not be touched by these investments. The Tillary Street improvements, for example, stop at the edge of Ingersoll Houses and will not affect the dangerous intersection at Navy Street, and Commodore Barry improvements still leave more than \$15 million of capital needs. Even with these projects completed, significant gaps in pedestrian and bike connectivity and safety will remain.

The Brooklyn DRI Strategic Investment Plan envisions an ambitious approach to connectivity that addresses these gaps and re-links the Downtown's many activity centers to improve access to existing and future jobs and amenities for currently underserved neighborhoods while helping sustain the desirability of Downtown Brooklyn for future residents and businesses. Paired with investments in underused public and civic spaces and continued support of the sectors that have fueled Downtown Brooklyn's growth, this investment seeks to create a cohesive Downtown whose continued evolution serves all Brooklynites.



-  Completed DRI Connectivity Framework
-  DRI Boundary
-  Community Hubs
-  Community Centers



Upgrading parks and open spaces to allow flexible community programming, like the soccer league at Brooklyn Bridge Park, is one of many strategies the Downtown Brooklyn DRI Strategic Plan hopes to address.

Section II
DOWNTOWN
VISION,
GOALS &
STRATEGIES

Downtown Brooklyn is a hub for arts and culture, where visitors from all over can enjoy festivals and concerts.



VISION STATEMENT

Broaden the benefits of Downtown Brooklyn’s growth by building stronger connections across neighborhoods, making equitable investments in public spaces, and extending educational, entrepreneurial, and cultural opportunities to underserved communities.

GOALS & STRATEGIES



Create active, welcoming public spaces

- Upgrade parks and open spaces to allow flexible community programming
- Develop attractive plazas and other spaces open to the public
- Create welcoming, physically inviting spaces by removing fences and other barriers



Strengthen pedestrian and transit connections and remove barriers

- Make streetscapes more pedestrian-friendly
- Expand and enhance the local bike network
- Improve transit hubs to ensure rider safety and accessibility
- Enhance navigability through wayfinding and other visible strategies



Promote equitable access to jobs, education, and entrepreneurship

- Create and preserve affordable work space for entrepreneurs, artists, and nonprofits
- Support local entrepreneurs and small businesses with space and equipment needs
- Support workforce programs connecting residents to growing businesses and industries



Improve access to cultural resources and opportunities

- Improve the visibility of cultural activities, independent artists, and emerging cultural centers
- Identify opportunities for public art
- Ensure arts and culture are physically accessible to attendees
- Create new places for arts and culture

Business Improvement Districts (BIDs) throughout the Study Area work hard to support and create programming such as the Brooklyn Flea Market.



Section III
MANAGEMENT
STRUCTURE

The original vision for a Downtown Revitalization Initiative project in Downtown Brooklyn was the product of a coalition of public and private organizations representing the interests of Downtown Brooklyn’s residents and businesses,

including the Office of the Brooklyn Borough President, the Downtown Brooklyn Partnership, and the DUMBO Business Improvement District. As Downtown Brooklyn transitions from planning to implementing the Downtown Brooklyn DRI Strategic Investment Plan, leadership responsibilities will be shared by a similar coalition of local government and the business community, complemented by City agencies and local nonprofit entities that are invested in the long-term development of the Study Area.

To ensure effective coordination among DRI project leads, the Brooklyn Borough President’s Office – led by Borough President Eric L. Adams – will serve as an informal organizing entity responsible for monitoring project implementation, facilitating communication among project leads and partners, and serving as a central touchpoint for New York State. The Borough President’s Office has been involved in several recent community planning processes in the Study Area, including allocating \$3.3 million toward affordable housing projects, parks and open spaces, and supporting arts and cultural projects like the Brooklyn Academy of Music’s Cinema and Archives Center.

Leadership responsibilities will be shared by a coalition of local government and the business community, complemented by City agencies and local nonprofit entities that are invested in the long-term development of the Study Area.

Borough President Adams has also played an active role in the Brooklyn DRI Local Planning Committee, where he has served as the Co-Chair, supported by Joshua Levin, the office’s Director of Capital Budgets & Economic Development.

The lead roles for projects recommended for DRI funding were assigned to organizations that demonstrated the greatest existing capacity to successfully implement projects. These include several New York City agencies, Downtown Brooklyn Partnership, and a variety of other local organizations. All organizations identified as project leads have sufficient staff, operating funding, and expertise to manage the projects assigned to them.

The responsible entities for implementation of DRI-funded projects are as follows:

Non-Profit Organizations

- The **Brooklyn Navy Yard Development Corporation (BDNYC)** is the non-profit corporation that serves as the real estate developer and property manager of the Navy Yard on behalf of its owner, the City of New York. BNYDC would be responsible for overseeing implementation of: **Upgrade Commodore Barry Park with Better Access and Modern Play Spaces.**
- The **Brooklyn Public Library** system is the fifth largest library system in the United States and has a long and successful history developing and renovating its buildings. They would lead the implementation of: **Transform Walt Whitman Library into a Modern Community Hub.**
- **Downtown Brooklyn Partnership (DBP)** is a non-profit local development corporation that serves as the primary champion for Downtown Brooklyn and manages three Business Improvement Districts (BIDs) within the Study Area: the MetroTech BID, the Fulton Mall Improvement Association, and the Court-Livingston-Schermerhorn BID. DBP would lead: **Create a Public Art & Placemaking Fund to Improve Connections to Cultural Hub.**
- **University Settlement** is a non-profit organization, with nearly 50 staff members, that provides social services to low-income and immigrant families. Through centers across Brooklyn and the East Village, University Settlement has served New Yorkers for more than 130 years. It has provided programming at the updated Ingersoll Community Center since its opening in 2009 and would be responsible for: **Create a Digital Tech Center at the Ingersoll Community Center.**

Public Agencies

- **New York City Department of Transportation (NYCDOT)** is responsible for 6,000 miles of streets and highway networks and 12,000 miles of sidewalks. NYCDOT manages over 5,000 employees, an annual operating budget of \$900 million and a five-year capital program of \$10.1 billion. NYCDOT also installs and maintains 12,700 signalized intersections, 315,000 street lights, and more than 200 million linear feet of street markings. NYCDOT would be responsible for: **Create Safe Crossings at the Intersection of Tillary & Navy Streets and Create a Pedestrian Crossing at St. Edwards Street.**
- **The New York City Housing Authority (NYCHA)** was founded in 1935 to provide affordable housing for low- and middle-income workers. It is a quasi-public authority with a Chair and board appointed by the Mayor. NYCHA currently oversees

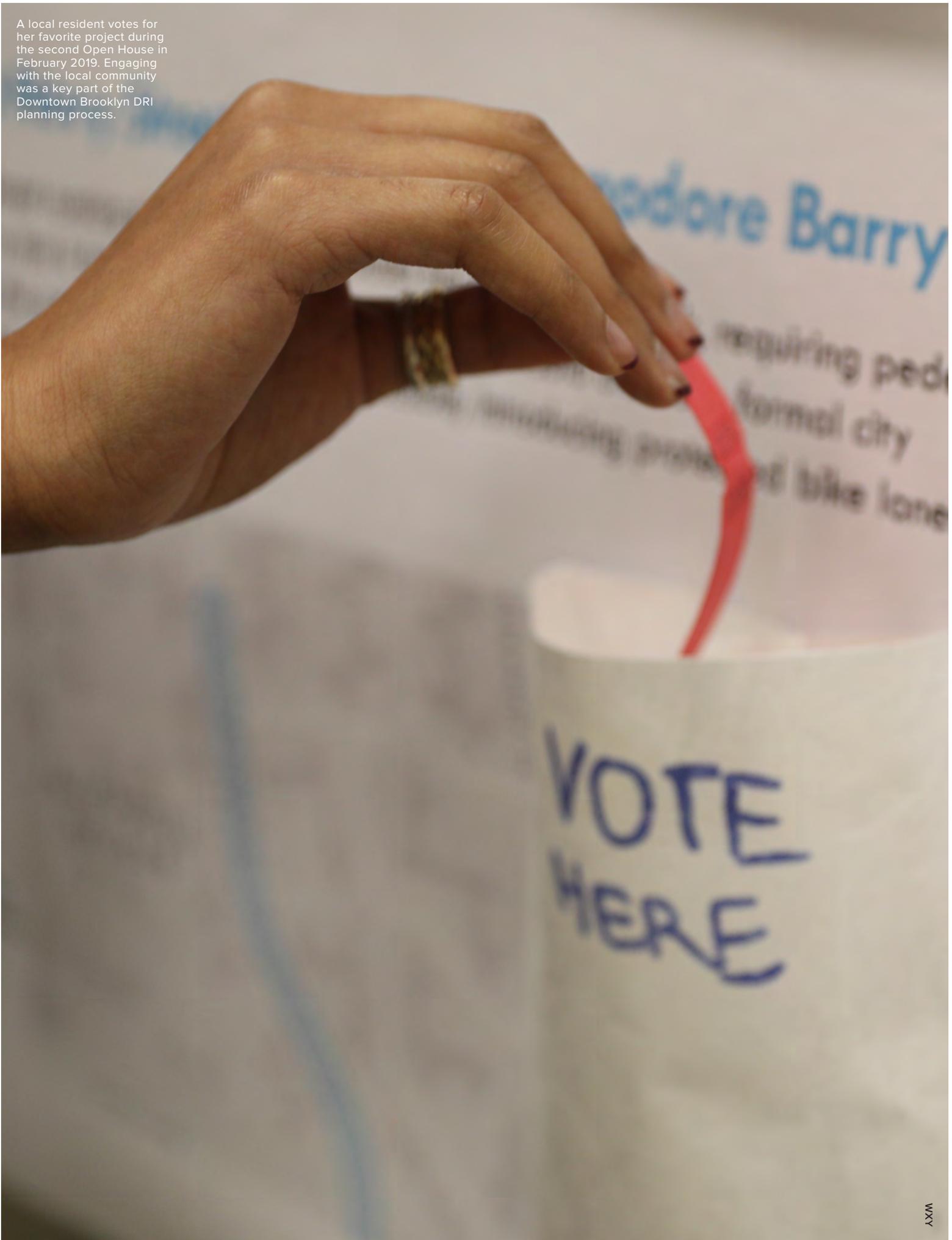
326 public housing developments (175,636 units) across New York City’s five boroughs, home to over 1 in 14 New Yorkers. In addition to public housing, it also administers Section 8 Housing vouchers for 235,000 subsidized rental units. In FY 2018, NYCHA managed a capital and operating budget of \$8.6 billion. NYCHA would lead: **Upgrade Lighting at Farragut Houses.**

- **The New York City Department of Parks and Recreation (NYC Parks)** oversees more than 30,000 acres of land and more than 5,000 individual properties across New York City, including parks, playgrounds, beaches, community gardens, and green streets. NYC Parks also operates more than 800 athletic fields, 2,300 basketball and tennis courts, and more than 110 public pools and recreation facilities. NYC Parks would lead: **Upgrade Commodore Barry Park with Better Access and Modern Play Spaces.**

Project Implementation

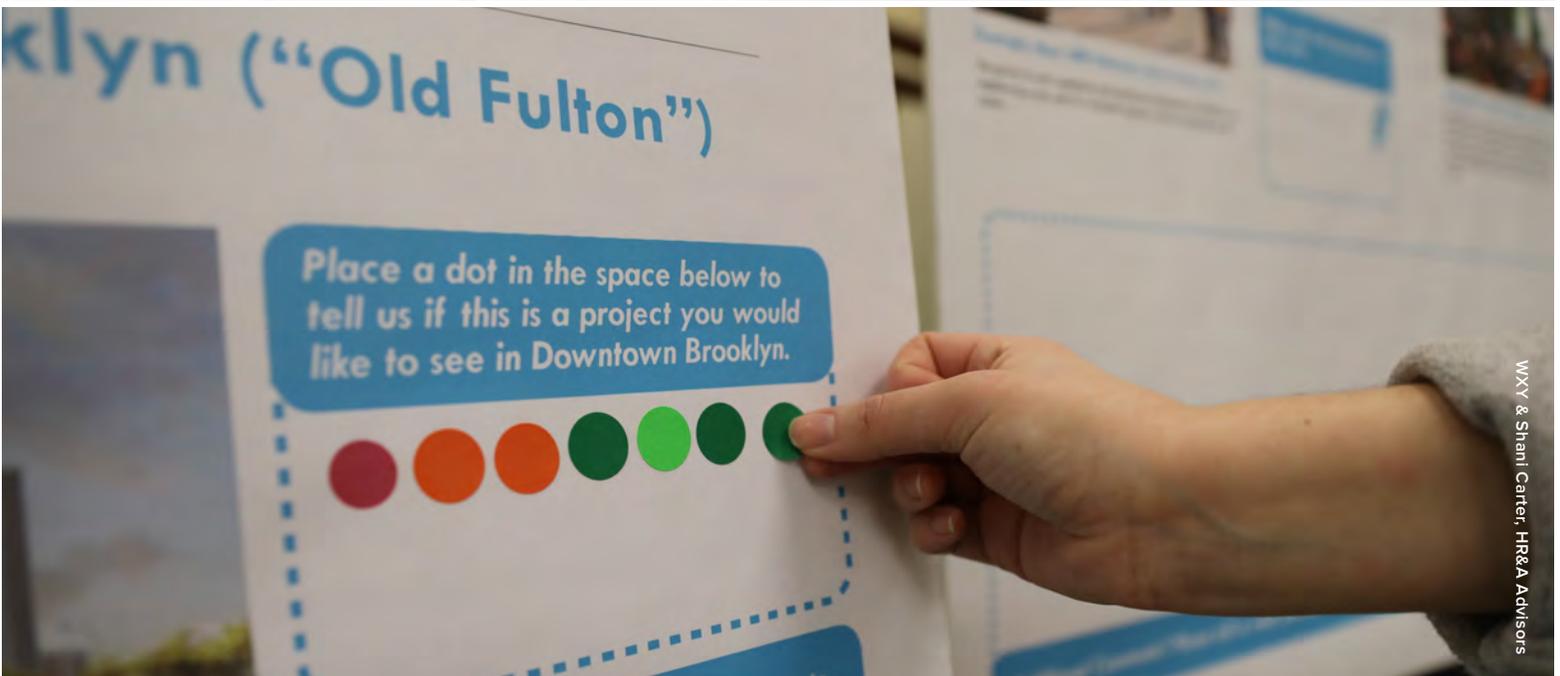
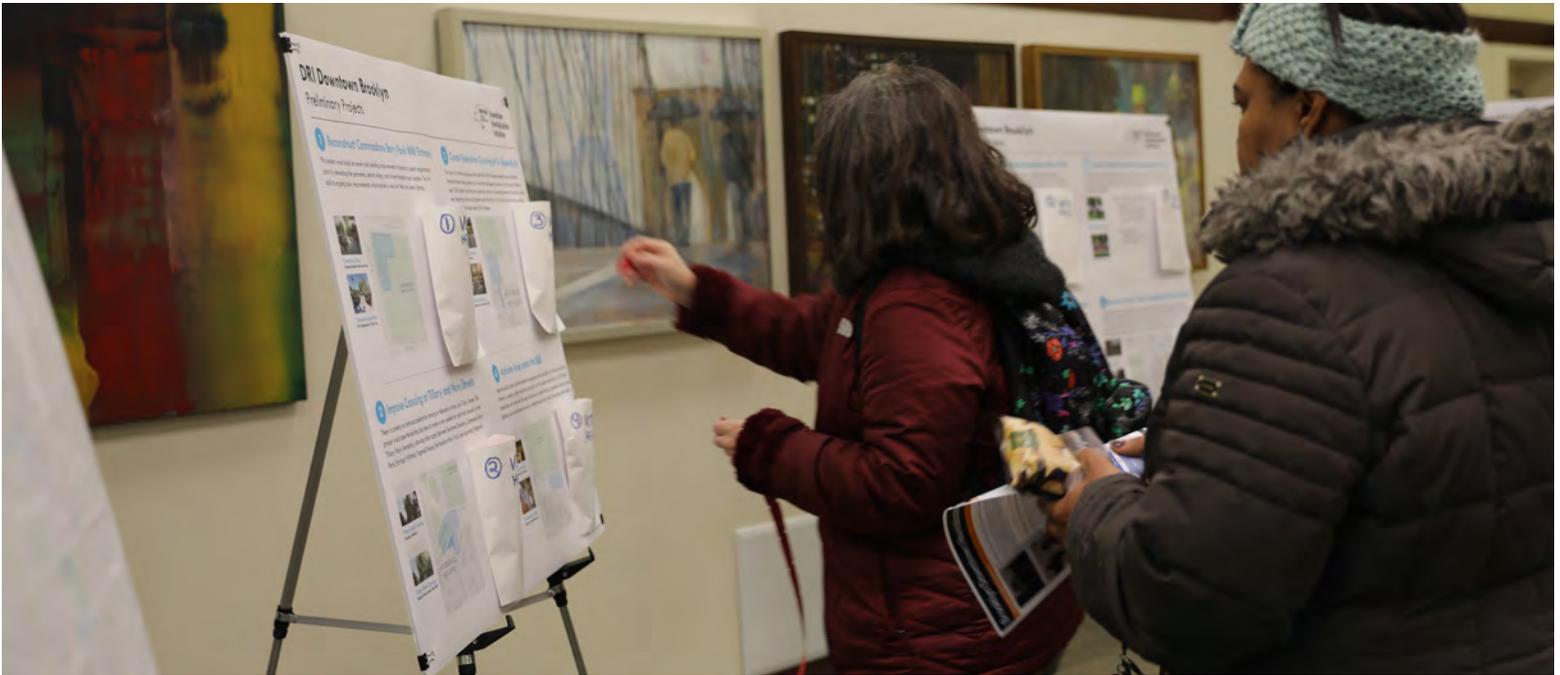
Project Name	Responsible Entity	Supporting Entities
Upgrade Commodore Barry Park with Better Access and Modern Play Spaces	NYC Parks	
Create Safe Crossings at the Intersection of Tillary & Navy Streets	NYCDOT	NYC Parks
Create a Pedestrian Crossing at St. Edwards Street	NYCDOT	NYSDOT
Create a Public Art & Placemaking Fund to Improve Connections to Cultural Hub	Downtown Brooklyn Partnership	DUMBO BID, Downtown Brooklyn Arts, BRIC Arts, Brooklyn Academy of Music, other arts organizations
Create a More Accessible Public Entrance to the Brooklyn Navy Yard	Brooklyn Navy Yard Development Corporation	
Transform Walt Whitman Library into a Modern Community Hub	Brooklyn Public Library	NYC Department of Design and Construction
Create a Digital Tech Center at the Ingersoll Community Center	University Settlement	NYC Department of Youth and Community Development, NYCHA
Upgrade Lighting at Farragut Houses	NYCHA	Farragut Houses Residents Association

A local resident votes for her favorite project during the second Open House in February 2019. Engaging with the local community was a key part of the Downtown Brooklyn DRI planning process.



Section IV
PUBLIC
INVOLVEMENT

The DRI Planning Team engaged with a number of stakeholders through facilitated workshops and open houses.



The Downtown Brooklyn DRI planning process built upon significant recent community engagement efforts conducted during the Brooklyn Strand Study and other public investment projects within the Study Area. To produce a Strategic Investment Plan that would accurately represent the community's needs and aspirations, the DRI Local Planning Committee (LPC) crafted a community engagement plan that included targeted outreach to local stakeholders and a series of public events promoted through local channels. This open and participatory process helped the LPC define the DRI vision and source and prioritize investments.

The following provides an overview of the groups involved in this process, as well as the various efforts and events that were implemented to engage those groups.

Stakeholder Groups

Local Planning Committee

The Local Planning Committee (LPC) served as the chief decision-making body for the Downtown Brooklyn DRI. The LPC was responsible for: establishing the vision and goals for downtown revitalization; providing insight and expertise on local conditions and issues; collaborating with the Planning Team to identify and develop priority projects; and recommending specific priority projects for DRI investment. In addition, the LPC assisted the Planning Team's public and stakeholder outreach efforts by shaping and raising awareness about outreach efforts. The LPC, co-chaired by Brooklyn Borough President Eric L. Adams and Kinda Younes, the Executive Director of New York City Industrial and Technology Assistance Corporation, was composed of representatives from community organizations, business improvement districts, academic institutions, and other local stakeholder groups. In addition to providing feedback on goals and projects, LPC members were responsible for making final project recommendations.

The Local Planning Committee crafted an engagement plan that included targeted outreach to local stakeholders and public events promoted through local channels.

LPC Members

Name	Organizations
Hon. Eric L. Adams	Brooklyn Borough President
Kinda Younes	NYC ITAC
Beth Allen	Downtown Brooklyn Arts Alliance
Mary Andrews	Farragut Tenants Association
Darold Burgess	Ingersoll Tenants Association
Zina Cooper Williams	Brooklyn Community Education Council 13
David Ehrenberg	Brooklyn Navy Yard Development Corporation
Lisa Futterman	Workforce Development Institute
Samara Karasyk	Brooklyn Chamber of Commerce
Sayar Lonial	NYU Tandon School of Engineering
Anthony Shaw	University Settlement
Regina Myer	Downtown Brooklyn Partnership
Rob Perris	Brooklyn Community Board 2
Meredith Phillips Almeida	Myrtle Avenue Brooklyn Partnership
Denys Salas	Madison Square Boys and Girls Club
Alexandria Sica	DUMBO Improvement District

Local Stakeholders

In addition to working with the organizations represented on the LPC, the Planning Team and LPC members conducted in-depth one-on-one interviews with key Downtown Brooklyn stakeholders throughout the planning process. Early in the planning process, discussions focused on determining the Study Area's key assets and challenges. As the plan developed, these interviews turned to building out specific projects for consideration, identifying management structures and forging implementation partnerships. The Planning Team met with a variety of local stakeholders – individually and through participation at open houses and workshops – outside of the Local Planning Committee to source and discuss potential projects, including:

- Brooklyn Law School
- Brooklyn Pitbulls
- Brooklyn Public Library
- Museum of Contemporary African Diasporan Arts
- Brooklyn Community Board 2 membership
- Ingersoll-New Lab

City Agencies

Over the course of the project, the Planning Team engaged with a series of city agencies and other governmental entities that would oversee potential projects in the Study Area. The Planning Team held meetings over the duration of the planning process to first identify project scopes and boundaries, then to review project costs and feasibility, and finally to confirm project details and the sponsors' capacities to execute proposed projects within the timeline and budget defined by the LPC.

A key element of working with the City agencies involved understanding existing capital plans and plugging into ongoing outreach related to the Study Area. Each agency has its own annual capital planning and public outreach process, which allowed the Planning Team to identify existing support for certain initiatives but also required close coordination to ensure that newly identified project ideas aligned with the timeline for agency review as well as the DRI process.

Agencies we engaged included:

- New York City Department of Parks and Recreation
- New York City Department of Transportation
- New York City Economic Development Corporation
- New York City Housing Authority

Public Outreach Events

Local community members and the public provided a critical source of input for this effort through a variety of outreach efforts: **LPC Meetings, Stakeholder Interviews, Public Open Houses, and Community Workshops.** The Planning Team provided services for Limited English Proficiency (LEP) populations by disseminating public meeting flyers in Spanish, in addition to English, and providing Spanish language assistance at open houses. The dates and meeting topics are described below.

LPC Meetings

The LPC held five public meetings between November and March. Meetings were held at Brooklyn Borough Hall, a centralized location that is easily accessible via public transit. These meetings were held either at the start of the day, or during the lunch hour, and typically lasted two hours. These meetings typically included a presentation from the Planning Team, followed by facilitated discussion. Members of the committee were encouraged to attend all meetings and participate in discussion topics. Members of the public were also invited to these meetings and had an opportunity to comment.

Public Open Houses

The DRI team hosted two Open Houses. The first Open House was held on Tuesday, December 4, 2018 from 6:30 to 8:30 p.m. at Ingersoll Community Center at 177 Myrtle Avenue. The purpose was to both educate the public about DRI and engage the community in a discussion about the community's vision and goals for the Study Area. More than 40 people participated in the event, which provided an opportunity for the public to engage in one-on-one discussions with members of the project team, review information about potential priority projects, provide their input on draft DRI vision and goals, and offer feedback on a variety of themes, including streets and transportation, culture and recreation, and education and entrepreneurship.

Key themes from Open House #1 included:

- Enhancing the pedestrian experience by creating safer intersections for pedestrians and cyclists and improving bus stops throughout the Study Area;
- Creating more programming in public spaces, including underneath elevated roadways;
- Increasing cultural and educational programming and improving access to places that provide art and cultural events;
- Increasing workforce opportunities by improving physical connections to job centers and providing additional space for job training and placement; and
- Providing training and equipment to support STEAM pathways for young residents.

The second open house was held on Wednesday, February 13, 2019 from 4 to 8 p.m. at Brooklyn Law School at Boerum Place and Livingston Street. This open house featured an interactive process where poster boards featuring descriptions of 14 preliminary DRI projects were displayed around an open room, and visitors could vote for their favorite projects by placing tickets in envelopes set up for each project. More than 60 people participated in the event and expressed support for the slate of projects presented.

Community Workshops

The Planning Team also organized two targeted community workshops in January 2019. Each workshop was held in accessible public spaces. These sessions allowed the Planning Team to engage residents and other stakeholders in a more intimate setting focused on specific projects and interventions.

The workshops took place on January 16, 2019, at NYU Tandon School of Engineering MakerSpace, and January 23, 2019, at Walt Whitman Library. The workshops were focused geographically, with the MakerSpace event covering the western portion of the Study Area, and the Walt Whitman Library event covering the eastern portion. Each event included a facilitated discussion. Members of the public were seated in small groups of 8 to 10 people, who provided input on maps placed at each table and included context information and potential projects.

Themes that emerged included:

- Addressing lighting concerns, particularly around Commodore Barry Park, under the BQE, and at Farragut Houses;
- Enhancing the pedestrian experience and connectivity by making intersections safer, constructing “sharrows,” updating sidewalks, and supporting bike use; and
- Investing in better wayfinding with explicitly clear signage to direct visitors and bike users.

Public support for all projects is indicated in individual project profiles.

Additional Engagement

Residents also submitted questions and project proposals to the LPC via email or representation from the Community Board.

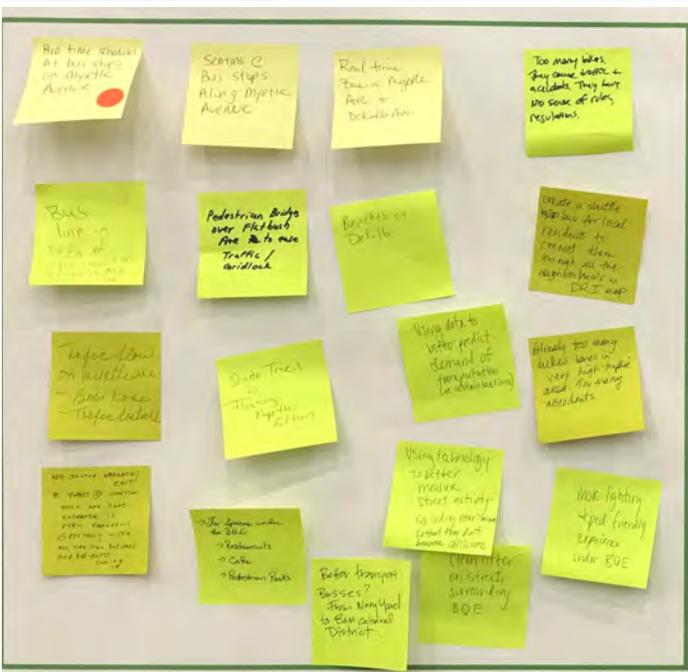
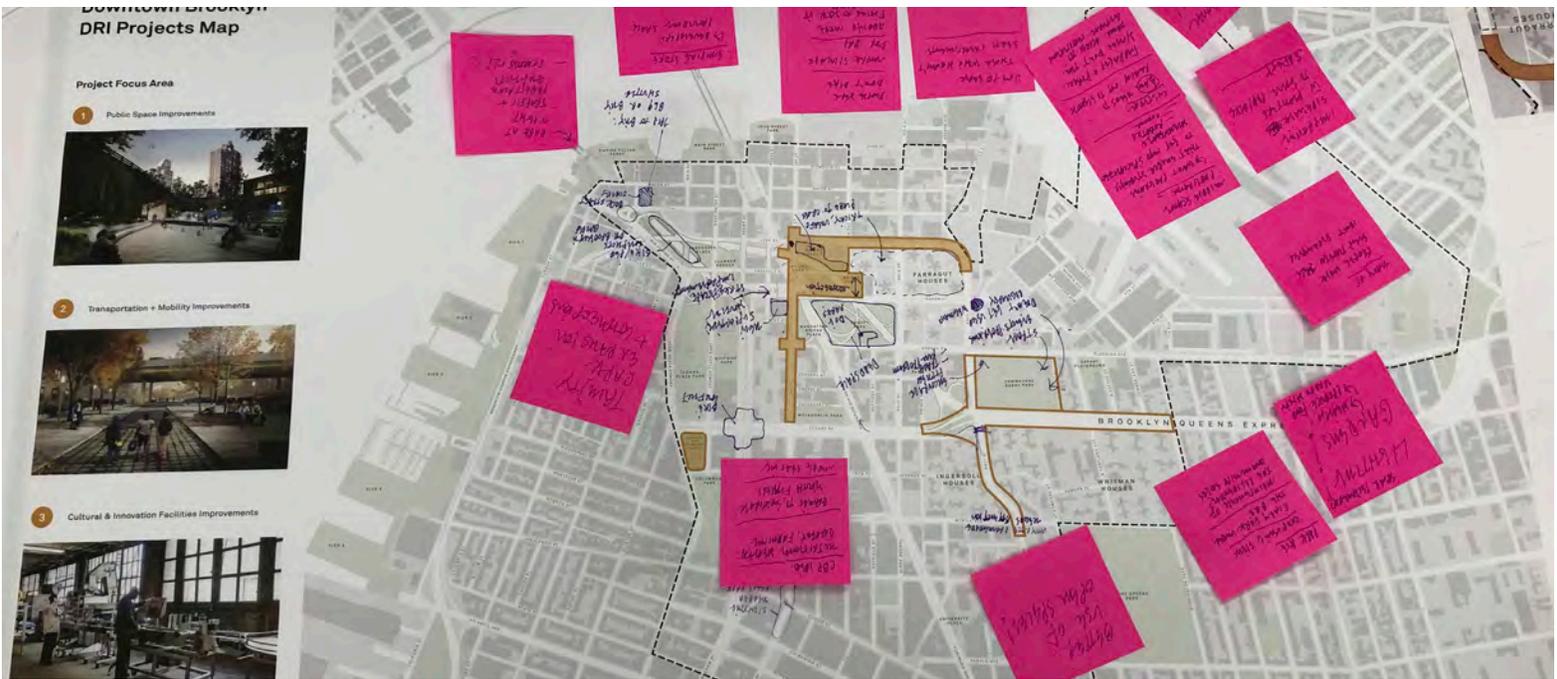
Community members and the public provided a critical source of input for this effort through: LPC Meetings, Stakeholder Interviews, Public Open Houses, and Community Workshops.

Promotional Channels

Outreach efforts were coordinated with local organizations’ efforts and existing events. The DRI website – <https://www.ny.gov/downtown-revitalization-initiative/new-york-city-brooklyn> – served as a source of information for project news and announcements.

All outreach events were hosted at locations operated by community organizations and physically accessible via transit and for those with disabilities. In an effort to include a variety of community members, flyers were distributed in both English and Spanish. All technical information and concepts were

Throughout the DRI process, the LPC and Planning Team engaged with over 100 community residents at nine different public events



Improve Pedestrian Crossings
Example Project: Rendering from Brooklyn Strand Action Plan of improvements to the pedestrian experience of Park Ave and St. Edwards by implementing pedestrian safety measures and improved lighting and street furniture, as identified by the community. (WXY Studio)



Improve Sidewalks
Example Project: The Bronx DRI process identified a series of streetscape improvements on Third Ave, Melrose Ave, and 149th St including planters, banners, public art, enhanced lighting, street trees, rain gardens, bike racks, and pedestrian improvements to foster a stronger local identity, improve safety, and encourage private investment.



Expand Bike
Example Project: Ocean Parkway Bike Path in south Brooklyn. A bike path was added in 1894 to create a direct connection for cyclists between central Brooklyn and Coney Island. It was the first bike path in the USA.



Activate Space
Example Project: El-Space, a long-term pilot initiative led by The Design Trust for Public Space. The installation, located beneath the Gowanus Expressway in Sunset Park, is one of a series of initiatives to improve public space.

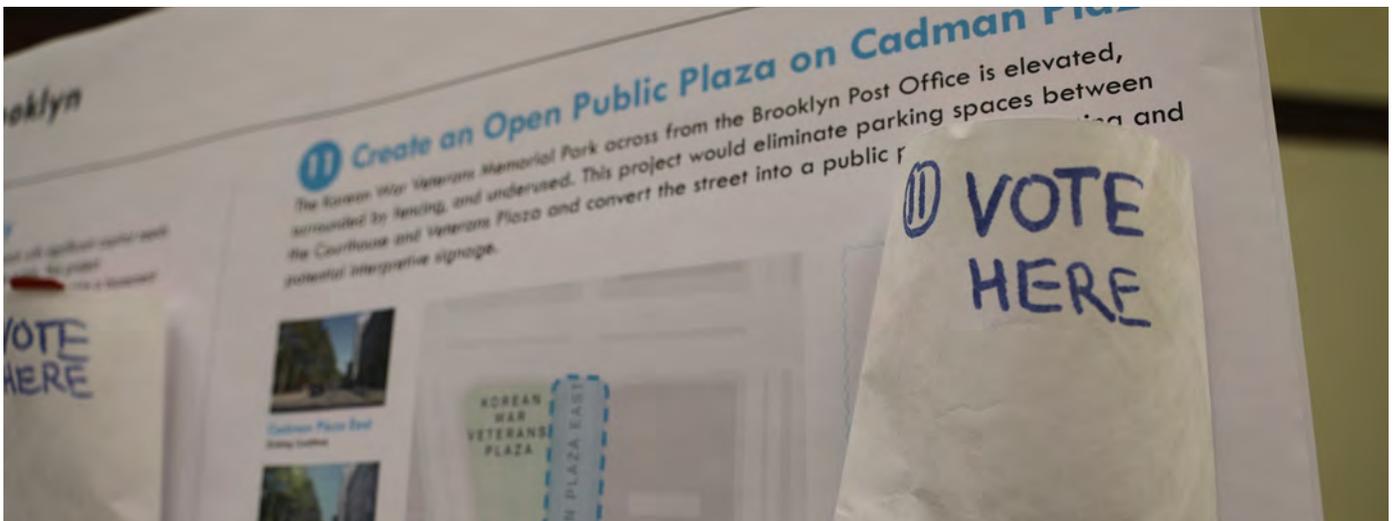
LPC Outreach

Name of Individual or Organization	Outreach Type
Brooklyn Chamber of Commerce	Newsletter, social media
Brooklyn Community Education Council 13	E-mail blast
Brooklyn Navy Yard Development Corporation	E-mail blast, social media, organizational meetings
Downtown Brooklyn Partnership	Newsletter, website/blog, social media
DUMBO Business Improvement District	E-mail blast, website/blog, social media, community events, event calendar
Myrtle Avenue Brooklyn Partnership	Social media, community events, event calendar
NYC ITAC	E-mail blast, social media
NYCHA Tenant Associations (Ingersoll, Whitman, Farragut)	Flyers, e-mail blast, phone calls, organizational meetings
Workforce Development Institute	Organizational meetings

presented in terms that were clear and understandable with numerous visualizations to illustrate complex topics.

Committee members also assisted in the distribution of meeting notices and project information through e-mail blasts, newsletters, and social media managed by their organizations.

- Office of the Brooklyn Borough President:** The Borough President’s e-mail list was a valuable source of distributing information to interested groups. The Brooklyn Borough President co-chairs the LPC, and his office has a wide reach in the area through its press relationships, social media accounts, and direct e-newsletter subscribers. The office used these outlets to notify residents of upcoming LPC meetings, open houses, and targeted workshops. Additionally, all events were listed on the public calendar. The office reaches approximately 23,000 residents via its e-newsletter and more than 20,000 followers via its social media channels.
- Tenant Associations:** Leaders from each NYCHA tenant association in the DRI Study Area were represented on the LPC and provide direct access to a large number of residents in the area. The tenant associations leveraged existing communication channels to inform members of events and project-related updates, including: posting flyers within residences, sending email notifications through their listservs, engaging the senior resident call network, and highlighting upcoming events at association meetings.





Downtown Brooklyn

NEW YORK STATE OF LANDMARKS Downtown Revitalization Initiative

City Park NW Entrance
Tillary and Navy Streets
Crossing at St. Edwards Street
under the BQE
Street along Commodore Barry
South of Commodore Barry
and



Communities view a display board at one of the two public Open Houses that were hosted during the DRI process.

Public Meetings

Meeting Date	Primary Meeting Topics
<p>LPC Meeting #1 Thursday, November 8, 2018</p>	<p>Learn about an overview of the DRI process; project overview, including context and goals, work plan, and community engagement process; Downtown Brooklyn's challenges and opportunities.</p>
<p>LPC Meeting #2 Thursday, December 13, 2018</p>	<p>Discuss an overview of existing conditions in Downtown Brooklyn; draft vision statement, goals, and objectives; project selection process.</p>
<p>Public Open House #1 Tuesday, December 4, 2018</p>	<p>Educate the public about Brooklyn DRI; solicit input on preliminary priority projects; solicit feedback on a draft vision and potential project categories for the DRI plan.</p>
<p>LPC Meeting #3 Tuesday, January 15, 2019</p>	<p>Review potential priority project identification and refinement process.</p>
<p>Community Workshop #1 Wednesday, January 16, 2019</p>	<p>Explain potential focus areas and gather feedback on the concepts, potential concerns, and resident priorities.</p>
<p>Community Workshop #2 Wednesday, January 23, 2019</p>	<p>Explain potential focus areas and gather feedback on the concepts, potential concerns, and resident priorities.</p>
<p>Public Open House #2 Wednesday, February 13, 2019</p>	<p>Solicit input on preliminary priority projects; engage the community in the development of the DRI plan.</p>
<p>LPC Meeting #4 Monday, February 25, 2019</p>	<p>Review options for a final list of priority projects; discuss cost/benefit, outstanding questions, and priorities.</p>
<p>LPC Meeting #5 Thursday, March 21, 2019</p>	<p>Vote on a final list of priority projects; discuss project oversight and continued roles of Committee members and local organizations.</p>

Rendering of proposed streetscape and pedestrian safety improvements along Tillary, Navy, & Park Crossings.



Section V
PROJECTS
PROPOSED
FOR DRI
FUNDING

PROJECTS MAP

Projects Proposed for DRI Funding

Throughout the DRI process, the Local Planning Committee and Planning Team engaged with a number of community members, State and City agencies, and local partners to identify and define potential projects. This process has resulted in seven unique and catalytic projects, shown below and described later in this chapter.

- 1 Tillary, Navy, Park Crossings
- 2 Commodore Barry Park
- 3 Walt Whitman Library
- 4 Farragut Houses Lighting
- 5 Navy Yard Cumberland Gate
- 6 Art + Placemaking Fund
- 7 Technology at Ingersoll



Project Summary Table

Project Name	Project Description
<p>1. Improve Streetscapes and Pedestrian Safety along Tillary, Navy, & Park Crossings</p>	<p>Reconnect the neighborhoods surrounding Commodore Barry Park and the Brooklyn Navy Yard with Downtown Brooklyn, DUMBO, the Brooklyn Cultural District and other nearby communities. This project includes improved pedestrian crossings, sidewalks, and streetscapes at the intersections of Navy and Tillary Streets and Park Avenue and St. Edwards Street.</p>
<p>2. Upgrade Commodore Barry Park with Better Access and Modern Play Spaces</p>	<p>Build on recent and pending improvements to Brooklyn’s oldest neighborhood park by improving the existing basketball and handball courts.</p>
<p>3. Transform Walt Whitman Library into a Modern Community Hub</p>	<p>Renovate and expand program space at a historic Brooklyn Public Library Branch to support job training and community programming.</p>
<p>4. Upgrade Lighting at Farragut Houses</p>	<p>Increase pedestrian safety and improve connections by installing and upgrading pedestrian-scale lighting around the perimeter of Farragut Houses along Navy, York and Sands Street.</p>
<p>5. Create a More Accessible Public Entrance to the Brooklyn Navy Yard</p>	<p>Demolish existing barriers and renovate the Cumberland Street entrance to improve sight-lines, enable multi-modal access, and create a safer environment for pedestrians.</p>
<p>6. Create a Public Art and Placemaking Fund</p>	<p>Establish a grant fund to create new opportunities for local artists and cultural organizations to expand their reach to residents, workers, and visitors, including art installations and ADA access improvements.</p>
<p>7. Create a Digital Tech Center at Ingersoll Community Center</p>	<p>Relocate server room and purchase computer equipment and permanent furniture to create a Tech Center at the Ingersoll Community Center and support new job readiness and arts programming.</p>

PROJECTS PROPOSED FOR DRI FUNDING

Responsible Party	Estimated Total Project Cost	DRI Funding Request	Other Funding Sources	Proposed Start Date	Anticipated Completion Date	Jobs Created	Page Number
New York City Department of Transportation	\$7,333,000	\$5,599,000	Brooklyn Borough President's Office, NYC Department of Transportation	2021	12 - 24 months depending on project selected (Fall 2020 - Fall 2021)	N/A*	82
New York City Department of Parks and Recreation	15,000,000	\$1,960,400	City Capital, Council Member, Brooklyn Borough President's Office	2021	Early 2022	N/A	88
Brooklyn Public Library	\$8,373,000	\$1,250,000	Brooklyn Public Library, City Capital, Council Member	2020	September 2022	N/A**	93
New York City Housing Authority	\$2,000,000	\$1,500,000	City Council	2021	September 2020	N/A	98
Brooklyn Navy Yard Development Corporation	\$5,996,000	\$853,700	City Capital, City Council, Brooklyn Borough President's Office, Brooklyn Navy Yard Development Corporation	2019	December 2020	N/A*	101
Downtown Brooklyn Partnership	\$600,000	\$600,000		2019	Fall 2020	N/A	105
University Settlement	\$200,000	\$200,000		2019	January 2021	N/A**	109

* Project will improve connectivity among major employment centers in the Study Area, thereby supporting job growth.

** Project will support enhanced workforce development programming to improve career connections and economic mobility within the Study Area.

Improve Streetscapes and Pedestrian Safety along Tillary, Navy, and Park Crossings



DRI FUNDING REQUEST AND TOTAL PROJECT COST

Total DRI funding request: **\$5,599,000**
 Total project cost: **\$7,333,000**

PROJECT DESCRIPTION

A key component of the DRI plan for Downtown Brooklyn is to address the legacy of urban renewal reflected by the construction of the elevated Brooklyn Queens Expressway (BQE) through a formerly intact neighborhood in between what is today the Downtown Brooklyn mixed-use core, DUMBO, the Brooklyn Navy Yard, and Fort Greene. The area surrounding the BQE – which is home to three New York City Housing Authority (NYCHA) communities (the Farragut, Ingersoll and Whitman Houses), the popular Commodore Barry Park, and several elementary and middle schools – is poorly connected with surrounding neighborhoods and creates an unwelcoming and unsafe pedestrian experience. As the population around this core area grows, pedestrian, bike, and vehicle traffic has increased, and is expected to increase further with the opening of the Wegmans supermarket at the Brooklyn Navy Yard and the continued expansion of the Navy Yard’s office, retail, and light industrial footprint.

This project is designed to improve connectivity both within the immediate area and with surrounding neighborhoods by removing barriers, improving the pedestrian experience, improving safety, creating new attractive and welcoming public spaces, and thereby connecting key community assets. The project has three components:

Components 1 & 2: Create safe crossings at the intersection of Tillary & Navy Street

The clover-shaped on- and off-ramps serving the BQE create a barrier between the

PROJECT DESCRIPTION

communities to the north and south of the expressway and fragment pedestrian connectivity. At the intersection of Tillary and Navy Street, these conditions are worsened by two vehicular “slip lanes” (i.e. curved right-turn lanes) that prevent pedestrians from easily crossing from the southwest and southeast corners of Tillary and Navy Street to the northeast corner. Instead, pedestrians typically cross through the slip lanes, exposing themselves to high-speed vehicular traffic making the right turns.

This condition is particularly significant to the broader community because the underpass at the intersection of Tillary and Navy Street serves as a key connector for residents from the Ingersoll and Whitman Houses – two public housing developments directly south of Tillary Street – and Downtown Brooklyn, to destinations north of the BQE, including Commodore Barry Park, the Brooklyn Navy Yard, the soon-to-open Wegmans, and DUMBO. In 2018, the NYC Department of Transportation (NYCDOT) closed the slip lane on the east side of Navy Street to traffic, but the lane on the west side remains in use; neither slip lane has a formal crosswalk connecting to the nearest sidewalk.

This project would create a safer and more attractive pedestrian environment and improve pedestrian access between those nodes. At minimum, it would:

- Install bollards to block off slip lane traffic
- Raise the grade of the closed slip lanes, expanding the concrete sidewalk to create a seamless connection between the existing traffic triangles and sidewalks
- Improve existing plantings on the southwest corner triangle and plant new trees
- Install bicycle racks
- Install wayfinding signs
- Install new drainage systems
- Raise and restripe the bike lane along Navy Street
- Install seating and planters on the triangle to create a new welcoming public space
- Install new signalized pedestrian and bike crossings

Component 1: Southwest slip lane

This component would close the slip lane on the southwest corner of Tillary and Navy Streets and apply improvements described above.

Component 2: Southeast slip lane

This component would apply similar improvements to the slip lane on the southeast corner, which has already been closed to traffic but is otherwise unimproved.

Component 3: Create a safe pedestrian crossing at St. Edwards Street

St. Edwards Street runs for three blocks between Myrtle Avenue and Park Avenue, connecting Fort Greene Park, Commodore Barry Park, the Walt Whitman Library, and P.S. 67, an elementary school. The single-lane street – which borders the New York City Housing Authority’s Ingersoll and Whitman Houses – is closed to traffic except for emergency vehicles, service vehicles, and school buses. As a result, St. Edwards Street has become a popular pedestrian route for residents from Ingersoll and Whitman Houses as well as P.S. 67 parents and students.

Directly across Park Avenue, which sits under the BQE, is also a main entrance to Commodore Barry Park, reinforcing St. Edwards Street as a natural crossing for pedestrians crossing under the BQE to or from the park. However, there is no formal



Proposed Conditions:
Component 3

PROJECT DESCRIPTION

pedestrian crossing at the intersection of St. Edwards Street and Park Avenue on either the north or south side of Park Avenue. The closest crossing is two city blocks away (approx. 500 feet). This leads many pedestrians to cross the high-speed Park Avenue without the benefit of a crosswalk or traffic signal, putting them at risk.

This project component would improve pedestrian safety by installing a traffic signal at the intersection of Park Avenue and St. Edwards Street, new crosswalks on the north and south sides of Park Avenue, and an eight-foot-wide raised crossing under the BQE to improve the conditions for pedestrians under the highway. In addition to improving safety, the raised crossing would function as a new public space that could help activate the area under the BQE. New signage will also improve wayfinding to create stronger connections between the school, library, and park.

Other Components: In tandem with these components, two additional improvements are anticipated to be completed through this project: 1) sidewalk repair and replacement along Park Avenue (the continuation of Tillary Street) east of Navy Street to further improve pedestrian connectivity, and 2) installation of lighting and potentially green infrastructure improvements under the BQE at the intersections of Tillary and Navy Street as well as Park Avenue and St. Edwards Street. Should the lighting improvements be scoped by the time of DRI award, those improvements will be rolled into the scope of the project components above.

PROJECT LOCATION

Southwest corner of the intersection of Navy Street and Tillary Street, southeast corner of the intersection of Navy Street and Park Avenue, and Park Avenue between St. Edwards Street and the entrance to Commodore Barry Park.

PROPERTY OWNER/SPONSOR

NYCDOT has jurisdiction over the streets involved and will oversee all design and construction.

CAPACITY

Across the five boroughs, NYCDOT is responsible for 6,000 miles of streets and highway networks and 12,000 miles of sidewalks. NYCDOT manages over 5,000 employees, an annual operating budget of \$900 million, and a five-year capital program of \$10.1 billion. NYCDOT also installs and maintains 12,700 signalized intersections, 315,000 street lights, and more than 200 million linear feet of street markings.

PROJECT PARTNERS

The NYC Department of Parks & Recreation (NYC Parks) manages the Greenstreet (i.e. planted triangle) at the southwest corner of Tillary and Navy Street. NYCDOT will coordinate with NYC Parks on any modifications to the triangle. The two triangles about the Ingersoll Houses, managed by the NYCHA, with whom NYCDOT will also coordinate on improvements.

STRATEGIES

This project aligns with the following DRI Strategies:

- Make streetscapes more pedestrian-friendly
- Develop attractive plazas and other spaces open to the public
- Create welcoming, physically inviting spaces by removing fences and other barriers
- Enhance navigability through wayfinding and other visible strategies
- Upgrade parks and open spaces to allow flexible community programming

In addition, this project aligns with the following REDC goals:

- Improve the quality of life

**ANTICIPATED
REVITALIZATION
BENEFITS**

Today, both of these intersections create unsafe street environments at highly trafficked pathways connecting key assets including Commodore Barry Park, the Brooklyn Navy Yard, NYCHA houses, the Whitman Library, P.S. 67 and Downtown Brooklyn. By closing the southwest slip lane at the intersection of Tillary and Navy Street, and creating proper crossings, this project will improve sightlines, create a safer street for pedestrians, and improve access to Commodore Barry Park and other neighborhood assets. Cleaning up existing plantings and incorporating additional seating in the expansion of the existing traffic triangle will also create a new and welcoming public space between Ingersoll Houses and the park. Creating new sidewalks and crosswalks at the already closed southeast slip lane will further enhance pedestrian and bicyclist safety around this dangerous and busy intersection.

In addition, the installation of crosswalks on the north and south sides of Park Avenue at St. Edwards Street will provide a safe pedestrian crossing for students of P.S. 67, residents of the Whitman and Ingersoll Houses, visitors to the Walt Whitman Library and users of Commodore Barry Park, many of which are either forced to walk two city blocks to either Tillary and Navy or North Portland Street to cross the street, or cross without the protection of a sidewalk or signal. Furthermore, the raising of the crossing under the BQE will create a new space that can be programmed, in turn increasing pedestrian activity and therefore safety under the BQE.

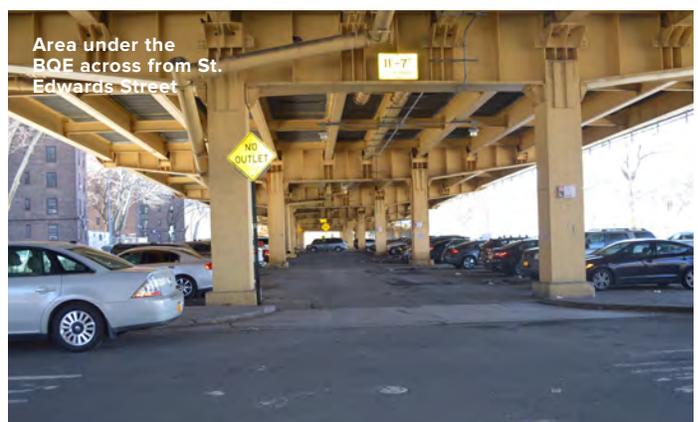
PUBLIC SUPPORT

There has been widespread support for these projects. During the second LPC meeting, participants suggested closing the slip lane and replacing it with a green street. During the second Open House in February, more than one in three community members indicated through voting that improvements at the Navy/Tillary intersection were critical. Community members have similarly expressed support for the Park Avenue crossing at St. Edwards Street in a range of public planning processes. This project was identified by the community as a priority project during the extensive Brooklyn Strand planning process. During the DRI process, participants of the second LPC meeting and public workshops similarly highlighted the importance of improving pedestrian crossings and creating safer corridors.

JOBS CREATED

No permanent jobs will directly result from this project. However, by improving the connectivity between NYCHA communities and other local neighborhoods to Downtown Brooklyn, this project will better support residents working in the downtown core now and in the future.

Existing Conditions



PROJECT BUDGET AND FUNDING SOURCES

Uses:

- Hard costs
- Soft costs, including engineering fees
- Project administration costs, including traffic management
- 20% contingency
- Cost escalation to Fiscal Year 2023

Total Project Budget: \$7,333,000

Sources:

- NYCDOT: \$1,234,000 towards soft costs
- Brooklyn Borough President’s Office (BP): \$500,000
- DRI: \$5,599,000

Total Project Budget: \$7,333,000

While there are significant cost savings from bundling project components together, due to the fixed costs of stationing a major capital project in this busy section of Downtown Brooklyn, the project components could be completed independently, or in smaller combinations, for the following:

- Component 1 only: \$3,415,000 (\$2,340K DRI, \$500K BP, \$575K NYCDOT)
- Component 2 only: \$2,498,000 (\$1,577K DRI, \$500K BP, \$421K NYCDOT)
- Component 3 only: \$2,863,000 (\$1,881K DRI, \$500K BP, \$482K NYCDOT)
- Components 1 and 3: \$5,557,000 (\$4,122K DRI, \$500K BP, \$935K NYCDOT)
- Components 2 and 3: \$4,640,000 (\$3,359K DRI, \$500K BP, \$781K NYCDOT)

FEASIBILITY AND COST JUSTIFICATION

This cost estimate was developed by NYCDOT based on projects of a similar scale and scope.

REGULATORY REQUIREMENTS

- For projects that include streetscape, roads and public space rights-of-way by NYCDOT, standards compliance are required.
- Review of plans and facilities by NYC Department of Buildings and use of associated codes is required for construction projects.
- Coordination with New York City Housing Authority (NYCHA) is recommended for areas at Ingersoll Houses.
- For Greenstreet facilities and improvements by NYC Parks, all redesign is subject to approval by the NYC Public Design Commission.
- For lighting and electrical alterations including street lighting, compliance with Con Edison standards is required.
- All pedestrian improvements must be ADA compliant.
- Due to adjacency to Eligible Historic Districts and the BQE, if state funds are awarded, Section 14.09 review will be required.

TIMELINE FOR IMPLEMENTATION AND PROJECT READINESS

All three projects: 24 months total
 Two projects: 18 months total
 Individual projects: 12 months total

PROJECT REPORTING

Key metrics for the pedestrian and streetscape improvements along the Tillary, Navy, and Park corridors include:

- Increased pedestrian traffic
- Reduced collisions
- Number of pedestrian crossings

Upgrade Commodore Barry Park with Better Access and Modern Play Spaces



Existing Conditions:
Commodore Barry Park
Basketball Courts

DRI FUNDING REQUEST AND TOTAL PROJECT COST

Total DRI funding request: **\$1,960,400**
Total project cost: **\$15,000,000 (for full park renovation)**

PROJECT DESCRIPTION

Commodore Barry Park is Brooklyn’s oldest park. This 10-acre urban oasis – located in between the Brooklyn Navy Yard and the Brooklyn Queens Expressway – is within walking distance of three public housing developments owned and managed by the New York City Housing Authority: the Farragut, Ingersoll, and Whitman Houses. Amenities at the park currently include basketball courts, baseball fields, football fields, handball courts, and an in-ground swimming pool. The park also provides spray showers and playgrounds for children as well as passive open space for visitors. Each year, Commodore Barry Park hosts a wide range of community events attracting 65,000 visitors in 2018. Two of the most prominent are the AfroPunk Music Festival – a weekend-long festival celebrating multicultural arts – and the International African Arts Festival – which brings performers and artists together as a celebration of African culture for one week each summer. In addition to its present role, the park sits directly across the street from an expansion of the Navy Yard that will include a large-format Wegmans supermarket and a large complex for light industrial businesses, significantly increasing foot traffic alongside the park and most likely use of the park itself.

Despite its importance to the community, Commodore Barry Park had seen minimal public investment until recent years and remains in need of significant upgrades. The NYC Department of Parks and Recreation (NYC Parks) has focused on revitalizing

the park in phases and is currently leading a master planning process that includes extensive community engagement to define the particular uses and placement of amenities. An initial phase of work was completed in 2012 and restored a recreational area at the southeastern corner of the park. As the next phase of work, NYC Parks is currently designing a \$10.25 million renovation of the main athletic fields at the southwest corner of the park, which will include a new turf field, lighting upgrades, improvements to pathways leading into the park from the west entrance along Navy Street, and landscaping, seating, and fencing improvements.

The vision for the north half of the park – which has a total remaining capital needs budget of \$8 million to \$15 million – is to transform the existing asphalt expanse, underused handball courts, and playground into a multi-purpose synthetic turf field, upgraded play space, and gathering space. The full renovation would also remove the high fencing from the perimeter of the northwest corner of the park and create a more open, accessible, and programmable entrance at the critical intersection of Navy and Flushing streets.

NYC Parks is currently seeking funding for the final phase of improvements through the city capital budgeting process, which concludes in late June 2019 (with indications of project support occurring in April or May). The outcome of the funding effort will determine the final scope and timeline for the next phase of improvements. If NYC Parks secures funding for the next phase of improvements at Commodore Barry Park, funding received through the DRI process would supplement allocated funds and enhance the project by accelerating the timeline for project components that would otherwise be postponed to a future phase. If NYC Parks does not secure sufficient funding this year to initiate a next phase, NYC Parks would instead use funding received through DRI to scope a more discrete improvement project that would set up other elements of the renovation in future years. This discrete project includes:

- New basketball courts along the north side of the park including new seating, drinking fountain and fencing.
- New handball courts located adjacent to the basketball courts, which would enable future replacement of handball courts along the northwest corner of the Park with accessible play space and gathering space.

The goal for this DRI project is to advance the full revitalization of the park. This project complements several others proposed for DRI funding that also seek to improve community space and the built environment within this node, including: Create a Pedestrian Crossing at St. Edwards Street, Activate the Area Under the BQE, Improve Tillary and Navy Street Pedestrian Crossing, and Improve Navy Street along Commodore Barry Park.

PROJECT LOCATION

Southeast corner of Flushing Avenue and Navy Street

PROPERTY OWNER/SPONSOR

NYC Parks, an agency of the City of New York, manages Commodore Barry Park and would oversee this project.

CAPACITY

NYC Parks oversees more than 30,000 acres of land and more than 5,000 individual properties across New York City, including parks, playgrounds, beaches, community gardens, and green streets. NYC Parks also operates more than 800 athletic fields, 2,300 basketball and tennis courts, and more than 110 public pools and recreation

facilities. NYC Parks will be responsible for designing park improvements, releasing an RFP, selecting a contractor, overseeing development, and managing the park upon project completion.

PROJECT PARTNERS

N/A

STRATEGIES

This project aligns with the following DRI Strategies:

- Upgrade parks and open spaces to allow flexible community programming
- Create welcoming, physically inviting spaces by removing fences and other barriers
- Enhance navigability through wayfinding and other visible strategies
- Improve the visibility of cultural activities, independent artists, and emerging cultural centers
- Create new places for arts and culture

In addition, this project aligns with the following REDC goals:

- Improve the quality of life

**ANTICIPATED
REVITALIZATION
BENEFITS**

Despite its role as a major gathering place and cultural and activity hub, Commodore Barry Park, much like the surrounding area, has suffered from a lack of investment in recent decades. Improvements to the park will serve existing visitors and community programming. In 2018, NYC Parks permitted 35 events at Commodore Barry Park that attracted about 65,000 attendees. In addition to large events such as AfroPunk, the African Arts Festival, and the Five Boro Bike Tour, these events include birthday parties, family picnics, school field days, movie viewings, music and dance performances, and a 5-kilometer race, which had a permitted capacity of roughly 7,700 attendees last year. Restoring and upgrading Commodore Barry Park will also help to create a more attractive gathering place for the nearly 23,000 local residents and more than 14,500 workers within a 10-minute walk, encouraging greater activity and interactions within the park. Improvements resulting from the complete park renovation will also improve the general safety of the park by upgrading lighting and internal connectivity. With an expected increase in traffic around the park resulting from new shoppers at Wegmans and employees at the Navy Yard, the park will better serve as an amenity and extension of existing investments in the area. Finally, for new ferry commuters who exit from the future Navy Yard stop, Commodore Barry Park will be an important new gateway into the community.

PUBLIC SUPPORT

Redeveloping Commodore Barry Park has been at the top of priority lists identified by the Brooklyn Community Board 2, local elected officials, and other community groups for more than a decade. As a result, NYC Parks has conducted extensive stakeholder engagement over the last several years to define community support for various park features, which are reflected in this profile. This strong momentum is also helping the NYC Parks secure funding for improvements from many sources beyond DRI.

Prior to the DRI process, Commodore Barry Park was a key focus of the Brooklyn Strand Urban Design Action Plan (2016), which was informed by more than 250 stakeholders, 50 site walkthroughs and 200 community members. The Brooklyn Strand Plan recommended removing fencing around the park, improving lighting, accessibility, and sports fields, adding a running track and stadium lighting, creating new community gathering spaces, and improving the perimeter sidewalks.

During the DRI process, LPC members expressed strong support for park renovations during all meetings. They urged NYC Parks, through the DRI process, to continue to build momentum for improvements that focus on safety, sidewalks and expanding the impact of the park. Additionally, participants at targeted public workshops and open houses continued to express support for improvements at Commodore Barry Park.

JOB CREATED

No permanent jobs will directly result from this project. However, upgrades to Commodore Barry Park will create a better gathering space for a growing employment base and amenity for new companies.

Existing Conditions



PROJECT BUDGET AND FUNDING SOURCES

This project supports a broad renovation of the northern half of Commodore Barry Park with an estimated budget of \$8 million to \$15 million, according to a preliminary budget analysis by NYC Parks. This project builds on \$10.25 million of recent and pending renovations to the park, including upgrades to ball fields and lighting, which were funded through a combination of City capital funds and allocations by Mayor Bill de Blasio, current Council Member Laurie Cumbo, and Borough President Eric L. Adams. A high-level estimate of cost components for the future renovation project is below:

- Playground reconstruction: \$4,696,848
- Basketball/Handball court improvements: \$1,960,400
- Other improvements: \$8,342,752
- **Total Project Budget: \$15,000,000**

The scope of work funded with the \$1,960,400 DRI allocation will depend on the outcome of current capital budgeting requests in process from NYC Parks. If NYC Parks secures sufficient funding to advance a next phase of the above-outlined scope, DRI funds will be applied to this next phase, expanding the scope. If NYC Parks is not able to advance the next phase of the above scope, DRI funds will instead fund a discrete portion of the scope as a standalone project. A preliminary estimate for cost breakouts for that project is below:

- Basketball/Handball court renovations: \$1,400,000
- Removals and excavation \$50,000
- Contingency, planning, and other expenses: \$510,400
- **Total Project Budget: \$1,960,400**

This cost estimate was developed by NYC Parks based on projects of a similar scale and scope.

FEASIBILITY AND COST JUSTIFICATION

REGULATORY REQUIREMENTS

- Park redesign is subject to approval by the NYC Public Design Commission.
- Public solicitation and selection of architect and engineer (AE) and general contractor (GC) by the NYC Department of Parks & Recreation (DPR) is required.
- For portions of projects in rights-of-way, NYC Department of Transportation permits, and standards compliance are required.
- AE and GC to obtain NYC Department of Parks & Recreation Construction permits.
- If improvements affect trees, Department of Parks & Recreation Forestry Permits are required.
- Building Code compliance review of plans and permitting of facilities by NYC Department of Buildings and use of associated codes is required for construction projects.
- All Park improvements must be ADA compliant.
- Due to adjacency to a Historic District (to the north), if State funds are awarded, Section 14.09 review will be required.

TIMELINE FOR IMPLEMENTATION AND PROJECT READINESS

- Months 1-3:** Landscape architect and engineer solicitation
- Months 3-15:** Park and facility design and permits, estimated completion mid 2020
- Months 15-24:** Bid, general contractor selection and mobilization, estimated completion early-2021
- Months 24-35:** Construction, estimated completion early 2022

PROJECT REPORTING

Key metrics for the reconstruction of Commodore Barry Park include:

- Park visitation numbers
- Number of community events and attendance

Transform Walt Whitman Library into a Modern Community Hub



DRI FUNDING REQUEST AND TOTAL PROJECT COST

Total DRI funding request: **\$1,250,000**

Total project cost: **\$8,373,000**

PROJECT DESCRIPTION

The Walt Whitman Library is a historic Brooklyn Public Library (BPL) Carnegie Branch. The building is one story (with a basement and mezzanine) with a 7,000 square foot interior and serves as a convener and anchor for a diverse community of families, students, professionals, older adults, immigrants, and many others. This library is located between the New York City Housing Authority’s (NYCHA) Whitman and Ingersoll Houses and serves more than 8,000 NYCHA residents. Current library programs include: story time for young children, STEM programs, teen tech time, arts classes, resume and job preparation workshops, computer classes, programs for older adults, jewelry making clubs, and more. Open six days a week, Walt Whitman Library provides increasingly rare communal spaces, as well as personal workspaces and reading nooks, all for free and accessible to the public.

Today, the Library is grappling with significant capital needs. Libraries have been historically underfunded, and the BPL locations have total needs exceeding \$230 million, with only \$15-\$20 million in city capital funding allocated annually to meet those needs. In 2016, BPL found a more creative avenue for raising capital funds when it sold the Brooklyn Heights branch to developer Hudson Companies for \$52 million, \$40 million of which was earmarked for other branches including \$6 million for the Walt Whitman Branch. This \$6 million will fund a new and upgraded HVAC system, fire alarm

system, building management system, and electrical system as well as a very modest interior renovation and small outdoor garden. However, this investment will not enable a full interior rehab, which the branch is seeking to fund through DRI.

At just 7,000 square feet, the Walt Whitman Library is one of the smallest BPL branches and outdated, underutilized space and the inflexible layout make it difficult to accommodate programming. The first floor is over-programmed with staff space, and due to a lack of storage and existing large furniture, the space is not easily reconfigured or converted for events or new uses. Similarly, while the branch has introduced new tech programs such as laptop loaning, the inflexible meeting rooms and lack of wiring and electrical outlets prevent enhanced community programming. With better connectivity and furniture, the library could begin hosting Bklyn Robotics Week events, 3D printing workshops, and other creative and innovative events.

This DRI project would fund renovations of currently underutilized space to support job training and cultural access. The redesign of the interior of the building would include:

- Demolition and relocation of the circulation desk and book processing area out of the main entrance on the first floor to make space for additional tables and seating space, as well as a larger space to host events.
- Renovation of the existing community room in the basement, including new storage, and furniture that is easy to configure for different types of events. This room is envisioned as a flexible space where staff can quickly set up furniture and technology to support different types of programs from one-on-one resume and career coaching to film screenings and musical performances.
- Floor replacement, furniture upgrades and shelving improvements throughout the branch.
- Electrical upgrades throughout the branch through the installation of new outlets and fixed wired tables as well as laptop self-checkout lockers.
- Improve layout of the children's, teen and adult, and new mezzanine spaces.

BPL will continue to operate the library when it reopens with a staffing plan similar to the one existing today. BPL expects to operate the library for no less than the 48 hours per week it currently does. A small savings, yet to be determined, in energy expenditures is expected from improved mechanicals.

PROJECT LOCATION

93 St Edwards Street, Brooklyn, NY 11205

PROPERTY OWNER/SPONSOR

The Brooklyn Public Library controls and manages the property and will oversee project implementation.

CAPACITY

The Brooklyn Public Library system is one of the largest library systems in the United States and has a long and successful history developing and upgrading its buildings. Most recently BPL has led the redevelopment of the Brooklyn Heights Library, which includes nearly 27,000 square feet of public library space and 134 condo units, and new construction of the 6,500 square foot location at 135 Plymouth Street. These are just two examples of BPL's work to replace or update more than a third of BPL's 59 locations.

PROJECT PARTNERS

NYC owns the land and the building. The NYC Department of Design and Construction (DDC) is managing the bidding, contracting and construction administration process for the current project.

STRATEGIES

This project aligns with the following DRI Strategies:

- Create and preserve affordable work space for entrepreneurs, artists, and nonprofits
- Improve the visibility of cultural activities, independent artists, and emerging cultural centers
- Ensure arts and culture are physically accessible to attendees
- Support local entrepreneurs and small businesses with space and equipment needs
- Support workforce programs connecting residents to growing businesses and industries

In addition, this project aligns with the following REDC goals:

- Invest in the future
- Improve the quality of life

**ANTICIPATED
REVITALIZATION
BENEFITS**

By creating enhanced public spaces within the Walt Whitman Library, BPL seeks to provide flexible, attractive spaces that are responsive to how patrons use their public library in the 21st century. The redesigned library will allow BPL to continue to support the professional development and educational achievement of the local community, while also providing a space for civic engagement.

Creating greater open space on the main floor will enable the library to provide more chairs and tables for reading books, researching school projects, exploring educational and professional opportunities, and socializing with friends. The larger space will also allow the branch to host bigger events such as author readings, cultural celebrations, and family events. BPL will partner with community organizations to use this space to host community board meetings, voter registration drives, and share information on community and city resources.

The new community room will provide a much-needed update to a space that is used throughout the day to host public programs for all ages and community partner-led events. By improving the space, BPL will be able to offer a greater number of programs, including new programs that address the needs and interests of community members.

PUBLIC SUPPORT

During the second LPC meeting in December, several groups vocalized their desire to see updates to the existing library. Specific comments noted that the redesign was “very much needed” and requested more programming. Similarly strong support was also voiced by the community during both Open Houses. At the first Open House in December, two key focal points of discussion were creating ‘enhanced community centers’ and ‘access to job centers and workforce development’. At the second Open House in February, community members again showed overwhelming support for this project, as it received the most votes of any project by a wide margin during a public voting process. Finally, outside of the DRI process, BPL has heard from users and residents that they are interested in additional programming, and children’s programming in particular, at Walt Whitman Library.

JOBS CREATED

No permanent jobs will directly result from this project. However, these improvements will provide high-quality public workspaces to support local entrepreneurs, professionals and job seekers.

PROJECT BUDGET AND FUNDING SOURCES

Uses:

Design and construction of ADA compliance, parking lot upgrades, HVAC replacement, landscaping, electrical upgrades, restroom upgrades, safety and security, exterior rehab, boiler upgrade: \$6,873,000

Partial renovation of the basement, including maximizing meeting room layout, adding storage: \$550,000

Partial electrical upgrades within branch by adding outlets, fixed wired tables where needed: \$250,000

Demolition of first floor processing area and the circulation desk. Improving design and moving both: \$200,000

Floor replacement: \$100,000

Improve layout of children's, teen and adult, and new mezzanine spaces: \$100,000

Laptop self-checkout lockers: \$100,000

Furniture upgrades throughout: \$100,000

Shelving improvements: \$100,000

Total Project Budget: \$8,373,000

Sources:

BPL: \$6,623,000 (proceeds from Brooklyn Heights Library transaction)

City Capital funds: \$250,000

Council Member Cumbo Participatory Budgeting: \$250,000

DRI: \$1,250,000

Total Project Budget: \$8,373,000



**FEASIBILITY AND COST
JUSTIFICATION**

BPL has been working with the NYC Department of Design and Construction (NYCDDC) to develop a new layout for the first and second floor of the library as it explores additional funding sources for a full interior rehab. This cost estimate was put together by BPL based on their current project planned with NYCDDC and work on similar projects of a similar scope and scale.

REGULATORY REQUIREMENTS

- Building Code review of plans and permitting of facilities by NYC Department of Buildings and use of associated codes is required for construction projects.
- BPL and DDC will both need to approve the new design.
- One aspect of the project, the placement of the Bas Reliefs in the garden, is subject to additional approval by the Public Design Commission, who has already given an initial conceptual approval.
- Review of plans and facilities for fire code compliance by NYC Fire Department may be required.
- If the work is performed with other ongoing work in the facility, a modification to the existing building permit may be possible.
- All Park improvements must be ADA compliant.
- The Library is listed on the National Registry and is part of an Eligible Historic District, if State funds are awarded, Section 14.09 review will be required.

**TIMELINE FOR
IMPLEMENTATION AND
PROJECT READINESS**

Months 1- 3: Architectural and engineer solicitation and approval
Months 4- 10: Project design, September 2019 to January 2021
Months 10- 12: Bid, general contractor mobilization
Months 13- 24: Construction, September 2021 to September 2022

PROJECT REPORTING

Key metrics to assess the redesign of the Walt Whitman Library include:

- Number of patrons and material circulation
- Number and type of programs
- Number and type of outside events

Upgrade Lighting at Farragut Houses



Existing Conditions:
Farragut Houses

DRI FUNDING REQUEST AND TOTAL PROJECT COST

Total DRI funding request: **\$1,500,000**

Total project cost: **\$2,000,000**

PROJECT DESCRIPTION

The New York City Housing Authority’s (NYCHA) Farragut Houses, built in 1952, is composed of 10 14-story apartment buildings with 1,390 units, housing more than 3,200 residents spread across 16.6 acres. It is well-located between DUMBO/Vinegar Hill to the north, the Brooklyn Navy Yard to the east, and Commodore Barry Park to the southeast. Within the community there is a senior center, community center with child, teen and, workforce development offerings through the Brooklyn Community Services Cornerstone program, and a computer lab.

The Farragut Houses grounds have not received a major upgrade in decades; as a result, the quantity and quality of lighting throughout the campus and along the perimeter is inadequate with 29% of lights across the campus (76 total) no longer working, causing residents to report feeling unsafe. In addition to the conditions within the development, lighting conditions along the perimeter (including on Sands, York, and Navy streets) impact the broader community, as these streets serve as key pedestrian paths to the nearest F train station at York Street, to the Manhattan Bridge, and to the Brooklyn Navy Yard (and a soon-to-open Wegman’s supermarket).

The scope for this DRI project would include trenching, installation of conduit, installation of new lighting and required panels, site restoration, and removal of

existing outdated lighting. As part of a much larger replacement lighting project, this funding would support new lights at strategic locations across the campus, including replacement of temporary NYPD lighting and along well trafficked paths around the perimeter. DRI funding would supplement a \$500,000 allocation passed by the City Council for Fiscal Year 2019 for security and lighting improvements at Farragut Houses.

PROJECT LOCATION

Farragut Houses is bounded to the west by Navy Street, to the south by Nassau Street, to the east by Gold Street/Bridge Street, and to the north by York Street.

PROPERTY OWNER/SPONSOR

The property is owned by NYCHA, which would oversee all upgrades and maintenance associated with new lighting improvements.

CAPACITY

NYCHA was founded in 1935 to provide affordable housing for low- and middle-income workers. It is a quasi-public authority with a Chair and board appointed by the Mayor. NYCHA currently oversees 326 public housing developments (175,636 units) across New York City’s five boroughs, home to over 1 in 14 New Yorkers. In addition to public housing, it also administers Section 8 Housing vouchers for 235,000 subsidized rental units. In FY 2018, NYCHA managed a capital and operating budget of \$8.6 billion.

PROJECT PARTNERS

NYCHA will issue an RFP and select a contractor to perform the installation of the exterior lighting as new lighting poles will require trenching work for the electrical conduit and excavation for the new pole foundations that cannot be performed by NYCHA’s in-house operations division. The Farragut Houses Residents Association will advise on project scope and priorities.

STRATEGIES

This project aligns with the following DRI Strategies:

- Enhance navigability through wayfinding and other visible strategies
- Make streetscapes more pedestrian-friendly
- Create welcoming, physically inviting spaces by removing fences and other barriers

In addition, this project aligns with the following REDC goals:

- Improve the quality of life

**ANTICIPATED
REVITALIZATION
BENEFITS**

This project will create safer more welcoming pathways alongside Farragut Houses and result in increased foot traffic connecting DUMBO, Farragut Houses, Commodore Barry Park, the Navy Yard and Downtown.

PUBLIC SUPPORT

Exterior lighting and security improvements around Farragut Houses have been a key public concern for years and were a public issue during the 2017 race for the local City Council seat.

Throughout the DRI process, community members have also expressed support for lighting and pedestrian improvements across the Study Area and at Farragut Houses in particular. Community members further demonstrated support for this project as it ranked fourth out of the 14 potential priority projects during the second Open House in February.

JOBS CREATED

No permanent jobs will directly result from this project. However, improved lighting will increase safety for both residents and non-residents commuting to nearby employment centers including the Brooklyn Navy Yard.

PROJECT BUDGET AND FUNDING SOURCES

While per-fixture light installation and replacement costs vary based on the scope of each project, NYCHA estimates a per-fixture cost of \$22,000 to \$55,000, including trenching, electrical work, and equipment upgrades. Based on the need at the complex, NYCHA identified a project budget of \$1,500,000 – in addition to the \$500,000 already secured from the City Council – as being sufficient to make a visible impact on the lighting quality throughout the grounds.

A project of a smaller budget would still be feasible. The LPC recommended a minimum budget of \$1,000,000, not including the Council funds, given the scale of the need at Farragut Houses.

Sources:

City Council: \$500,000

DRI: \$1,500,000

Total Project Budget: \$2,000,000

FEASIBILITY AND COST JUSTIFICATION

NYCHA's capital projects division provided this cost estimate based on similar projects they have undertaken. The estimate is based on an average replacement cost per light fixture of between \$22,000 - \$55,000 (a small lighting upgrade project will cost more than a larger project due to efficiencies at scale).

REGULATORY REQUIREMENTS

- For portions of projects within the road rights-of-way, NYCDOT permits, and standards compliance are required.
- Coordination of lighting and surveillance systems with NYPD is required
- Coordination and compliance with NYCHA is required.
- Review of plans and facilities by NYC Department of Buildings and use of associated codes is required for construction projects.
- Standards compliance and electrical infrastructure alteration is subject to ConEdison requirements.

TIMELINE FOR IMPLEMENTATION AND PROJECT READINESS

Months 1-3: Architect and engineer solicitation and procurement

Months 3-9: Infrastructure design and permits, estimated completion March 2020

Months 10-13: Bid, general contractor selection, mobilization

Months 13-24: Construction, estimated completion April 2021

PROJECT REPORTING

Key metrics for the exterior lighting upgrades at Farragut Houses include:

- Number of light fixtures installed or upgraded
- Number of pedestrians using routes with upgraded lighting

Create a More Accessible Public Entrance to the Brooklyn Navy Yard



Existing Conditions:
Cumberland Street Gate

DRI FUNDING REQUEST AND TOTAL PROJECT COST

Total DRI funding request: **\$853,700**
Total project cost: **\$5,996,000**

PROJECT DESCRIPTION

The Brooklyn Navy Yard is a major employment center for Downtown Brooklyn, with more than 7,000 jobs and 400 businesses operating onsite. It was first established in 1801 as one of the nation’s leading shipbuilding facilities. At its peak around World War II, the shipyard employed more than 70,000 workers. In 1966, the shipyard was decommissioned and purchased by the City of New York. Under the City, the site was reopened as an industrial and manufacturing park and in 1981 the City formed the Brooklyn Navy Yard Development Corporation (BNYDC) to manage the site. Over the last three decades, with significant support from the State and City, BNYDC has rebuilt the Navy Yard once again as an employment and innovation anchor for Brooklyn, contributing to the overall growth and resurgence of the Downtown.

Meanwhile, the Navy Yard has expanded the scope of educational, workforce, and other programming serving the broader community. Recent program expansions include:

- The STEAM Center at Building 77, which provides training for high school students in culinary arts, film & media, construction technology, computer science and IT, and design and engineering to create pathways to economic opportunity.

- The Albert C. Wiltshire Employment Center in BLDG 92, which helps businesses in and around the Navy Yard hire and retain their workforce, and provides local residents access to high-quality job opportunities, helping to fill over 300 jobs annually since 1991.
- The Brooklyn Navy Yard Holiday Market, which attracts more than 30 local businesses, hosted in Building 77.
- In the near future the Navy Yard will host, ‘Saturdays in the Courtyard’ of BLDG 92, which will include free all-age events including Food from Farm to Kitchen with composting, honeybee stations, vegetable planting and cooking demonstrations.

The Navy Yard continues to attract new businesses and expand its footprint. The 2018 Navy Yard Master Plan calls for 5.1 million square feet of manufacturing space and 30,000 new jobs over the next 10 years. In May, a new NYC Ferry stop will open at the Navy Yard, served by a complimentary public shuttle service. Adjacent to the Navy Yard, in the fall, a new large format Wegmans grocery is expected to open. Given these investments both within and around the Navy Yard, there is a need to open borders further and improve wayfinding as the Navy Yard was not designed for public traffic at this scale. These improvements will also accelerate the Navy Yard’s transition toward a greater community-serving asset. In this context, the BNYDC is conducting a study to rethink its perimeter and create safer and more welcoming gateways. BNYDC is in the design phase for the full BNY Wayfinding, Gates and Fence Line project, which includes design and installation of new gates and upgrades at all vehicular entrances.

DRI would fund one portion of the larger project, reconstruction of the Cumberland Street Gate, to improve sightlines, enable multimodal transit access, and demolish barriers including the red brick wall and turnstiles. Proposed upgrades for the Cumberland Street Gate include:

- Demolition of the existing gate’s transom, red brick wall barrier, and pedestrian turnstile structure to improve sight lines, reduce multimodal traffic conflicts, and improve the aesthetic quality to highlight the activity within the Yard and orient visitors at this entrance of the Yard.
- Relocation of the fence line to improve visibility, create programmable open space and create multimodal opportunities including bike share, car share and ferry shuttle.
- Installation of a new gate structure and signage to mark entrance into Navy Yard.
- Installation of new security booth structures and lighting.
- Installation of ADA-compatible pedestrian pathways.

PROJECT LOCATION

Intersection of 6th Street (which turns into Cumberland Street to the south) and Flushing Avenue.

PROPERTY OWNER/SPONSOR

The Brooklyn Navy Yard Development Corporation is the not-for-profit corporation that serves as the real estate developer and property manager of the Yard on behalf of its owner, the City of New York. BNYDC will be responsible for overseeing implementation of the project.

CAPACITY

The Brooklyn Navy Yard Development Corporation has demonstrated capacity and is committed to increasing development and investment in the coming decade. The BNYDC has overseen significant investment and new development over the last decade. Between 2011 and 2018, BNYDC opened or completed construction

on Building 92 and a 260,000-square-foot Green Manufacturing Center. Currently BNYDC has more than \$700 million and 2 million square feet of new development in the pipeline, including Building 77 (1 million SF), Dock 72 (675,000 SF), Admirals Row (687,000 SF), and Steiner Studios expansion (180,000 SF).

PROJECT PARTNERS

N/A

STRATEGIES

This project aligns with the following DRI Strategies:

- Create welcoming, physically inviting spaces by removing fences and other barriers
- Make streetscapes more pedestrian-friendly
- Enhance navigability through wayfinding and other visible strategies
- Improve transit hubs to ensure rider safety and accessibility
- Support workforce programs connecting residents to growing businesses and industries

In addition, this project aligns with the following REDC goals:

- Create a pro-growth, pro-jobs environment
- Improve the quality of life
- Invest in the future
- Foster innovation

The Brooklyn Navy Yard was also identified as an economic opportunity zone by the NYC REDC, and, as such, projects within the Navy Yard have received significant public funding as they continue to grow employment opportunities.

**ANTICIPATED
REVITALIZATION
BENEFITS**

The reconstructed entrance is anticipated to bring a range of project benefits that support multimodal access and pedestrian safety. Improved wayfinding will help current Navy Yard employees as well as local residents and visitors better navigate the large district. Removal of the solid red brick walls will enhance sightlines for cars, pedestrians and cyclists entering and existing through the Cumberland Gate, reducing the chances of accidents. Removal of this significant physical barrier will help to more seamlessly integrate the Navy Yard with the surrounding community. Finally, the full gate and wayfinding project are considered one of the last pieces necessary to solidify the Navy Yard as a Central Business District.

PUBLIC SUPPORT

The City, the Borough President, and other local elected officials have all expressed continued support for BNYDC’s master plan and growth initiatives. During the DRI process, at the first Public Open House in December, community members identified access to job centers and workforce development as a key area of investment. In particular, they highlighted lack of accessibility to the Navy Yard and access to spaces for entrepreneurs. This project addresses these concerns by creating more seamless connections to the Navy Yard, and the co-working and other office spaces it hosts.

JOBS CREATED

No permanent jobs will directly result from this project. However, a safer and more welcoming entryway to the Brooklyn Navy Yard will better serve the growing employment base located in the Navy Yard, and city residents who choose to commute using the future Navy Yard Ferry stop.

PROJECT BUDGET AND FUNDING SOURCES

Sources:
 City Capital: \$426,000
 City Council: \$1,500,000
 Borough Presidents Office: \$250,000
 BNYDC: \$2,966,300
 DRI: \$853,700
Total Project Budget: \$5,996,000

Uses:
 Demolition: \$9,100
 Construction: \$276,000
 Electric: \$213,580
 Guard Booth: \$30,000
 Road/Paving: \$100,000
 Landscaping: \$28,000
 General Conditions: \$65,668
 Hard Cost Contingency: \$131,336
Cumberland Gate Subtotal Budget: \$853,684

FEASIBILITY AND COST JUSTIFICATION

BNYDC worked with a cost estimator to estimate detailed project costs based on designs.

REGULATORY REQUIREMENTS

- For portions of projects in rights-of-way, NYCDOT permits, and standards compliance are required
- Building Code review of plans and permitting of facilities including demolition of the existing gate by NYC Department of Buildings and use of associated codes is required for all construction projects
- Design approval required from the Public Design Commission

TIMELINE FOR IMPLEMENTATION AND PROJECT READINESS

- **Month 1:** Architectural and engineering designs in process, expected completion May 2019
- **Months 2-20:** Construction, estimated completion December 2020

PROJECT REPORTING

Key metrics for the reconstruction of the Cumberland Street Gate include:

- Number of entries through Cumberland Street Gate

Create a Public Art & Placemaking Fund to Improve Connections to Cultural Hubs



Proposed Conditions:
Mural in DUMBO

DRI FUNDING REQUEST AND TOTAL PROJECT COST

Total DRI funding request: **\$600,000**
Total project cost: **\$600,000**

PROJECT DESCRIPTION

Arts and culture has been a defining focus for Downtown Brooklyn for more than a century, evidenced by the more than 100 arts and cultural organizations located in or around the Study Area, including within the Brooklyn Cultural District. These institutions represent a wide array of artistic and cultural expression, from the storied Brooklyn Academy of Music and the modern BRIC Arts Media Center, to the emergent Irondale Center for Theater, Education, and Outreach and the cutting-edge studios of DUMBO.

This history of arts and culture and concentration of cultural talent provides an opportunity to leverage art to enhance the Downtown, improve placemaking, and build connections, especially to areas of the Study Area – including around the three public housing developments, Farragut, Ingersoll, and Whitman Houses – that are less served by public art and cultural spaces. There is also a need among several cultural centers to improve ADA access, which would allow them to better serve older populations and people with disabilities.

A grant fund focused on public art, placemaking, and cultural access would create new opportunities for local artists and cultural organizations to expand their reach to residents, workers, and visitors in the area. Targeted micro-grants would link cultural hubs of the Downtown core, the Brooklyn Cultural District, and DUMBO, improving connections to the surrounding communities.

The fund would support arts and cultural activity that would achieve the outcomes below:

- Large-scale public art and placemaking installations developed by local artists and/or cultural organizations that enliven public spaces and engage stakeholders throughout the district. Examples for funding may include artists’ fees, materials, and equipment for interactive installations and sculptures, murals, and performances / events that are accessible and free to the public.
- ADA capital improvements to cultural spaces that are open to the public, enabling underserved populations to have equitable access to arts and cultural programming. Eligible capital improvements must be to areas or spaces that are accessible to the public with a wider public benefit, not administrative office space. The funds would be disbursed to identified organizations and institutions with recognized accessibility improvement needs. Examples may include assisted listening devices, accessible ticket counters, ADA doors and ramps, and other upgrades.

Detailed processes by which applicants can apply for funds and the criteria the Sponsor will use to select grantees will be established upon award of DRI funds.

PROPERTY OWNER/SPONSOR

Downtown Brooklyn Partnership (DBP) will administer the fund and be responsible for preparing and submitting the fund’s administrative plan.

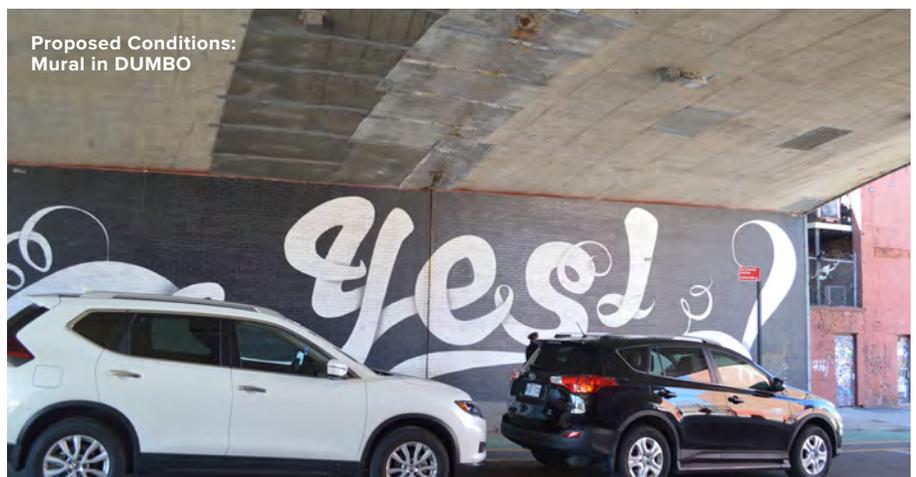
CAPACITY

DBP is a non-profit local development corporation that serves as the primary champion for Downtown Brooklyn and manages three Business Improvement Districts (BIDs) within the Study Area, including the MetroTech BID, the Fulton Mall Improvement Association, and the Court-Livingston-Schermerhorn BID. DBP’s responsibilities include attracting new businesses and improving the environment for existing companies; facilitating the construction of public spaces and streetscapes that promote an active and cohesive community; supporting and promoting Downtown Brooklyn’s cultural assets; and encouraging a sense of place and an engaged civic community.

Over the last 10 years, DBP has led key planning studies in the area, including the Brooklyn Tech Triangle Strategic Plan, the Brooklyn Strand Action Plan, and Culture Forward. The organization works with various community stakeholders to administer numerous city and state grants, including construction, maintenance, and operations of public spaces. DBP sits on the board of directors for several major arts organizations such as BRIC, BAM, TFANA, and Mark Morris Dance Center, and others to produce the annual Downtown Brooklyn Arts Festival and continue to enhance the Brooklyn Cultural District.

PROJECT PARTNERS

DBP will partner with the DUMBO Business Improvement District (DUMBO BID) to administer the fund. A committee composed of stakeholders such as BRIC Arts, BAM, the Downtown Brooklyn Arts Alliance, and others will be formed to review applications and determine awards.



STRATEGIES

This project aligns with the following DRI Strategies:

- Identify opportunities for public art
- Improve the visibility of cultural activities, independent artists, and emerging cultural centers
- Ensure arts and culture are physically accessible to attendees
- Create new places for arts and culture

In addition, this project aligns with the following REDC goals:

- Improve the quality of life

**ANTICIPATED
REVITALIZATION BENEFITS**

A Public Art and Placemaking Fund would provide numerous benefits for residents, employees, and visitors to Downtown Brooklyn by improving accessibility and creating a richer mix of arts and cultural activities. Projects financed through the first funding category will contribute to neighborhood beautification efforts and encourage greater walkability. These interventions, as well as an increase in pedestrian traffic/visitation resulting from the upgrades, will enhance neighborhood safety. Projects funded through the second category will enhance outdoor public space that could similarly encourage greater visitation and pedestrian activity in addition to providing free and low-cost space for residents. Projects funded through the third category will ensure that all residents and visitors are able to access arts and cultural centers.

PUBLIC SUPPORT

Throughout the DRI process, community members indicated overwhelming support for new and enhanced cultural programming, access and spaces for public art. During the first Open House community members saw arts and cultural programming as a specific challenge for the neighborhood and proposed new funding for local arts and cultural institutions. At both the second and third LPC meetings, participants highlighted the need for artistic interventions and ADA accessibility at cultural spaces.

**PROJECT BUDGET AND
FUNDING SOURCES**

\$600,000 in DRI funding will be disbursed over a multi-year period, up to 10% of project funds may be used to cover fund administration and/or technical support to awardees.

**FEASIBILITY AND COST
JUSTIFICATION**

The Downtown Brooklyn Partnership and the DUMBO BID identified 20 locations that would benefit from public art, placemaking and open space improvements. The Downtown Brooklyn Arts Alliance provided a list of eight cultural organizations that require ADA accessibility upgrades, including estimated project costs totaling more than \$1 million.

REGULATORY REQUIREMENTS

The Downtown Brooklyn Partnership will work with the State to comply with all rules.

**TIMELINE FOR
IMPLEMENTATION AND
PROJECT READINESS**

Months 1 – 3: Program design
Months 4 – 6: Application and agreement with selected applicants
Months 7 – 9: Project design and approvals
Months 9 – 12: Implementation and grant closeout

PROJECT REPORTING

Key metrics for the Arts and Placemaking Fund include:

- Number of public art installations
- Number of ADA accessibility upgrades
- Number of public performance spaces

Create a Digital Tech Center at the Ingersoll Community Center



Proposed Conditions: Brooklyn Public Library, Shelby White and Leon Levy Information Commons

DRI FUNDING REQUEST AND TOTAL PROJECT COST

Total DRI funding request: **\$200,000**
 Total project cost: **\$200,000**

PROJECT DESCRIPTION

Since 2009, the 18,000 square foot Ingersoll Community Center – located at the New York City Housing Authority (NYCHA) Ingersoll Houses – has provided a range of youth and adult programming, space rental, and other services free of charge to the surrounding community, including residents of the three adjacent public housing developments and of surrounding neighborhoods including Fort Greene. Current programming includes: Early Head Start and preschool; after-school and day camp; sports, arts, financial literacy courses; mental health counseling; drug and alcohol addiction counseling; supportive services for teens; career services; and other educational programming.

The Ingersoll Community Center fills a critical service gap in the community; in its first year alone it supported more than 1,500 visitors. Yet the center is limited in the types of programming it can provide due to space and equipment constraints. Significant gaps include career readiness, tech-related, and arts and cultural programming, which are constrained by the lack of modern digital equipment and facilities. In 2017, University Settlement and the State University of New York explored the option of funding a new computer lab at the Ingersoll Community Center, but those plans never advanced due to lack of funding.

This project would revisit stalled plans by overhauling the existing multi-purpose conference space into a full digital lab and gathering space. Today, the room hosts multiple groups throughout the day from Narcotics Anonymous meetings and job search programs to afterschool homework programs. The room is currently furnished with three small office cubicles, three tables, and a teacher’s desk. DRI funding would allow University Settlement to purchase computer equipment and new furniture to expand and enrich programming. New computer equipment funded through DRI would include one new laptop cart, 28 new laptops, one color printer and one smart board. New furniture would include four locked long tables with 40 chairs, and three round tables with 24 chairs. This equipment would allow University Settlement to offer expanded job readiness programming, including resume drafting/printing and job application support beyond what they can support today. They would also be able to offer new digital arts classes, dual language courses, and programming to help seniors close the digital divide.

In addition to re-envisioning this multi-purpose room as a tech center, this project proposes to fund the relocation of the center’s server room, which currently faces frequent leaks that have caused flooding. This upgrade would further support the new tech center, as well as other functions throughout the community center by ensuring more consistent server access.

PROJECT LOCATION

177 Myrtle Ave, Brooklyn, NY 11201

PROPERTY OWNER/SPONSOR

University Settlement would oversee this project, purchasing equipment and managing all programming.

CAPACITY

University Settlement is a non-profit organization, with nearly 50 staff members, that provides social services to low-income and immigrant families. Through centers across Brooklyn and the East Village, University Settlement has served New Yorkers for more than 130 years. They have provided programming at the updated Ingersoll Community Center since its opening in 2009. The computer equipment would be managed by the Community Center’s existing IT department.

PROJECT PARTNERS

University Settlement programming at Ingersoll Community Center is funded by the NYC Department of Youth and Community Development (DYCD) and the building is owned by NYCHA. As a result, NYCHA will be responsible for any structural changes to the building, including painting and DYCD will continue to fund programs and services.

STRATEGIES

This project aligns with the following DRI Strategies:

- Support workforce programs connecting residents to growing businesses and industries
- Support local entrepreneurs and small businesses with space and equipment needs

In addition, this project aligns with the following REDC goals:

- Improve the quality of life

**ANTICIPATED
REVITALIZATION
BENEFITS**

The repositioning of the multi-purpose conference room, with greater internet accessibility through a new digital tech center, would enable job training, skills training, and other programming for residents that can not currently be offered due to limited technology resources. New programming may include workshops that help introduce seniors to new computer technologies, GED classes, and new job search and resume support.



Existing Conditions: Multi-purpose room

PUBLIC SUPPORT

Both throughout the DRI process and in day-to-day conversations at Ingersoll Community Center, members of the public have vocalized their wide-ranging support for additional job training and other computer programs, and particularly programs serving the NYCHA housing communities. University Settlement reports that residents often ask for additional services that would only be possible with an upgraded facility. For example, parents of children participating in afterschool programs often inquire about computer lab or printer access and GED classes. During the first Open House, participant placed notes asking for job training and resume support on the education and entrepreneurship board and specifically highlighted the Ingersoll Community Center as a successful place well positioned to provide these services. During the second Open House event in February, this project received the fifth highest vote count out of 14 projects again showing the strong community support for this project.

JOBS CREATED

No permanent jobs will directly result from this project. However, this new equipment will allow the Community Center to offer programming focused to supporting residents in finding and securing jobs.

PROJECT BUDGET AND FUNDING SOURCES

Uses:

- 1 Smartboard: \$5,600
- 28 Laptops: \$78,400
- 1 Laptop cart: \$420
- 1 Color printer: \$4,200
- 4 long tables with locks: \$7,000
- 3 round tables: \$3,150
- 64 chairs: \$31,360
- Furniture mounting fee & materials: \$24,360
- Server relocation: \$700
- Design/Contingency (~22%): \$44,320

Total Project Budget: \$200,000

FEASIBILITY AND COST JUSTIFICATION

The inventory needs were determined by the University Settlement/Ingersoll Community Center IT team based on current utilization and expected programming needs.

REGULATORY REQUIREMENTS

- Review of plans and facilities by NYC Department of Buildings is required only if physical alterations such as adding or removing partitions, plumbing fixtures or mechanical, electrical plumbing (MEP) systems are performed.
- Review of plans and facilities for fire code compliance by NYC Fire Department may be required only if physical alterations such as adding or removing partitions, plumbing fixtures or MEP systems are performed.
- Coordination with NYCDYCD and University Settlement are required.
- Reviews and approval by the facility's owner NYCHA, are required.

**TIMELINE FOR
IMPLEMENTATION AND
PROJECT READINESS**

Months 1–3: Architect and engineer evaluation of facility's capacity to accommodate the program; program validation by University Settlement.

Months 3-9: Facility design, estimated completion September 2019

Months 9-10: Approvals and walk-through permits

Months 11-18: Implementation, estimated completion mid 2020

PROJECT REPORTING

Key metrics for the development of a Digital Tech Center include:

- Number of events
- Number of new programs added
- Number of users

Proposed Conditions:
Rendering from the
Brooklyn Strand Urban
Design Action Plan (2016)



Section VI
NON-DRI
FUNDED
PRIORITY
PROJECTS

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Create a Public Plaza on Cadman Plaza East



Proposed Conditions: Rendering from the Brooklyn Strand Urban Design Action Plan (2016)

TOTAL PROJECT COST

\$800,000 to \$1,000,000

PROJECT DESCRIPTION

The south section of Cadman Plaza East, nestled between Tillary and Johnston Streets, opens up to a federal office building to the east and the Korean War Veterans Plaza to the west. Today, Korean War Veterans Plaza is elevated, surrounded by fencing, and underused, and Cadman Plaza East is mainly used for parking with sparse traffic. To the west of the Plaza is the future location of the Brooklyn Heights Library, part of the Brooklyn Public Library system, and a 134-unit residence. With current demand and an expected uptick in traffic in the coming years, converting Cadman Plaza East into an active pedestrian plaza would add a needed amenity to the Downtown area and position the adjacent park for future improvements.

This project would close the parking and driving lanes on Cadman Plaza East, remove a portion of the fencing on the east side of Korean War Veterans Plaza, and install street furniture and signage in the new pedestrian zone to create a cohesive public space that accommodates seating, community gatherings, and other uses. The new

plaza would also better connect to surrounding public assets including Whitman and Cadman Plaza Parks to the north, Columbus Park to the south, and the Korean War Veterans Plaza to the west. The lower cost estimate above would repaint the existing street, while the higher cost estimate would repave and reconstruct the street into a formal plaza.

PROPERTY OWNER/SPONSOR

NYC Department of Transportation (NYCDOT), which oversees the City’s roads and bridges, has jurisdiction over Cadman Plaza East and would oversee all design and construction.

STRATEGIES

- This project aligns with the following DRI Strategies:
- Upgrade parks and open spaces to allow flexible community programming
 - Develop attractive plazas and other spaces open to the public
 - Create welcoming, physically inviting spaces by removing fences and other barriers
 - Make streetscapes more pedestrian-friendly
 - Create new places for arts and culture

In addition, this project aligns with the following REDC goals:

- Improve the quality of life

ANTICIPATED REVITALIZATION BENEFITS

Creating more open and welcoming public spaces would encourage greater use and provide more opportunities for free or low-cost arts and cultural events and programming for the community. Removing fencing on the east side of the Korean War Veterans Plaza would help to activate the east edge of the plaza. This project would also create a more cohesive connection between the surrounding public space assets including Whitman and Cadman Plaza Parks, Columbus Park and the Korean War Veterans Plaza.

Improve Navy Street Sidewalks along Commodore Barry Park



TOTAL PROJECT COST

\$2,029,348 – \$8,600,000

PROJECT DESCRIPTION

Navy Street is highly used by pedestrians and is a critical connector between Downtown Brooklyn, DUMBO, the Navy Yard, Commodore Barry Park, and three New York City Housing Authority (NYCHA) developments: the Farragut, Ingersoll, and Whitman Houses. It is also a popular route for cyclists with two-way bike lanes and a Citi Bike (i.e. bike share) station at the northwest corner of Navy and Flushing. However, the existing sidewalks are cramped and cracking in many places, and the unprotected bike lanes are often overrun by vehicular traffic and double-parked cars, making the stretch dangerous for cyclists. With the opening of the Wegmans grocery store and the steady employment growth in the Navy Yard, existing transportation and safety challenges will be exacerbated without targeted interventions.

This project would extend the sidewalk on the east side of Navy Street alongside Commodore Barry Park to eight feet in width; install new benches, bus seating, and street lighting along the western edge of Commodore Barry Park; and create protected bike lanes on both the east and west sides of Navy Street.

Together with other listed DRI projects – including improving the northwest entrance to Commodore Barry Park, improving the pedestrian crossing at Tillary and Navy Streets, improving the area under the BQE, and upgrading exterior lighting at Farragut Houses – this project will help create a much-improved pedestrian and cyclist corridor along Navy Street connecting residential communities south of Park and Tillary to the commercial and recreational centers further north.

PROPERTY OWNER/SPONSOR

The NYC Department of Transportation (NYCDOT) has jurisdiction over Navy Street and will oversee all project design and construction.

PROJECT PARTNERS

The NYC Department of Parks & Recreation (NYC Parks) manages Commodore Barry Park. As the Navy Street sidewalk abuts the western edge of Commodore Barry Park, NYCDOT will coordinate design and construction with NYC Parks as they update northwest portion of the park including the park’s northwest entrance and removal of exterior fencing.

STRATEGIES

This project aligns with the following DRI Strategies:

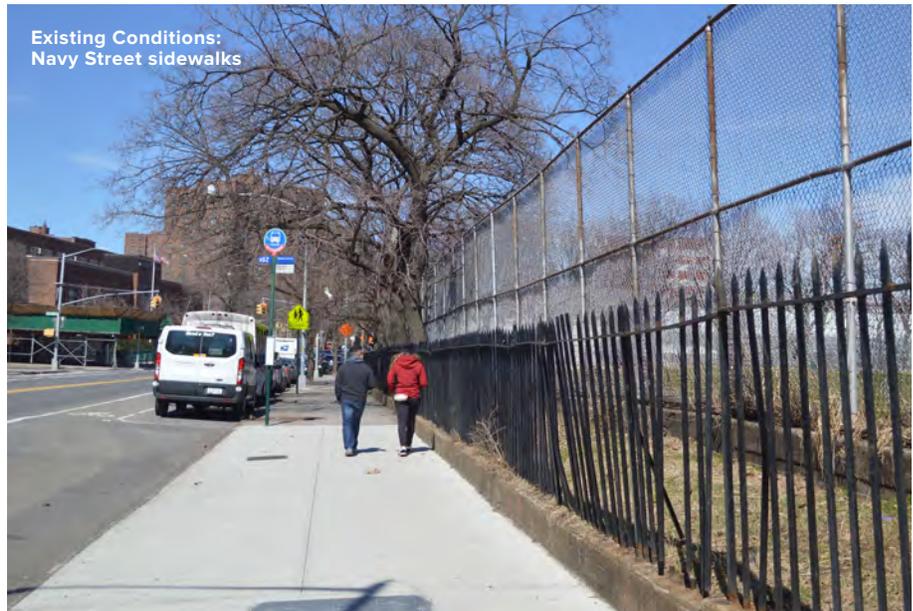
- Make streetscapes more pedestrian-friendly
- Expand and enhance the local bike network
- Enhance navigability through wayfinding and other visible strategies

In addition, this project aligns with the following REDC goals:

- Improve the quality of life

ANTICIPATED REVITALIZATION BENEFITS

Expanded and repaired sidewalks, new lighting, and protected bike lanes will all serve to enhance safety and support increased multi-modal activity along Navy Street for residents, visitors, and commuters. New benches and bike lanes will also create more active and welcoming public gathering spaces.



Renovate the Bridge Park 2 Comfort Station



**Existing Conditions:
Bridge Park 2 comfort station**

PROJECT DESCRIPTION

Along the base of the Brooklyn Queens Expressway, Bridge Park 2 sits in between DUMBO and the Farragut Houses, a New York City Housing Authority (NYCHA) community, in close proximity to the York Street F train station entrance. Despite its central location, Bridge Park 2 had until recently received little public investment and today is composed largely of cracked asphalt surrounded by tall chain-linked fences.

In response to extensive public demand for park renovations, in June 2017 with \$9 million in dedicated private funding, the NYC Department of Parks and Recreation (NYC Parks) developed a new design for the park to include new play equipment, swings, spray showers, a fitness area, a synthetic turf field, a performance stage, plantings, and seating areas. In December 2017, Community Board 2 approved the redesign of the park, which is now in the procurement phase, with work slated to begin in 2019 and completion estimated for roughly 12 – 18 months later.

One park element not included in the current redesign is a renovation of the outdated comfort station, which, given its location along the walking path from the F train station to the Farragut Houses, creates a visual barrier. Renovating the comfort station is a high community priority. Funding would be used to construct a more modern comfort station in a new location to provide a clearer walking path through Bridge Park.

PROPERTY OWNER/SPONSOR

NYC Parks, an agency of the City of New York, manages Bridge Park 2 and would oversee this project.

STRATEGIES

This project aligns with the following DRI Strategies:

- Upgrade parks and open spaces to allow flexible community programming
- Develop attractive plazas and other spaces open to the public

In addition, this project aligns with the following REDC goals:

- Improve the quality of life
-

**ANTICIPATED REVITALIZATION
BENEFITS**

A renovated comfort station in a central location such as Bridge Park 2 would not only improve the visitor experience for children and adults in the park, but could also serve the many visitors to the surrounding businesses and neighborhoods. Renovations that improve the exterior of the comfort station could also improve safety as the current station creates a large, dark wall that bisects the park, and blocks sightlines.

Reconstruct Bridge Parks 1 & 3 into Multipurpose Fitness Spaces



Proposed Conditions:
 Rendering from the
 Brooklyn Strand Urban
 Design Action Plan
 (2016)

PROJECT DESCRIPTION

Bridge Park 2 is about to undergo a \$9 million renovation that will create active adult and youth play spaces. To the immediate south, Bridge Parks 1 and 3, which also border the Brooklyn Queens Expressway (BQE) and serve as a connecting point between the New York City Housing Authority (NYCHA) Farragut Houses community and DUMBO, consist of underused basketball courts and largely unprogrammed paved spaces that are in need of full renovation. Instead, these parks have the potential to be transformed into a more active play space serving the surrounding communities.

This project proposes new basketball courts and adult fitness equipment at Bridge Park 3, and new athletic fields and a dog run at Bridge Park 1. These renovations also provide the opportunity to rethink improvements to lighting, sound mitigation, sightlines, surfaces, and usage in and around the park, to create active recreational spaces that expand local access to youth- and family-serving activities.

PROPERTY OWNER/SPONSOR

The NYC Department of Parks and Recreation (NYC Parks), an agency of the City of New York, manages Bridge Parks 1 and 3 and would oversee this project.

STRATEGIES

This project aligns with the following DRI Strategies:

- Upgrade parks and open spaces to allow flexible community programming
- Develop attractive plazas and other spaces open to the public
- Create welcoming, physically inviting spaces by removing fences and other barriers

In addition, this project aligns with the following REDC goals:

- Improve the quality of life

ANTICIPATED REVITALIZATION BENEFITS

Transforming currently underused concrete outdoor spaces into active and welcoming community spaces provides a range of benefits for local residents, workers, and visitors, including new healthy fitness and play opportunities, a new gathering place, and arts and cultural venues. Improvements to these parks would also create a seamless network of park space from Bridge Park 2 to the north to Trinity, Golconda, and McLaughlin parks to the south, and therefore create a stronger attraction and assets for the local neighborhood along the long-neglected areas around the base of the Brooklyn Queens Expressway.



Restore Trinity Park into a Modern, Accessible Public Space



Existing Conditions:
Trinity Park

PROJECT DESCRIPTION

Trinity Park is a 6-acre green space owned by the NYC Department of Parks and Recreation (NYC Parks) that is tucked into the Manhattan Bridge off-ramp at Nassau and Gold Streets. This quiet pocket park sits near the pedestrian and bicycle pathways to the Manhattan Bridge and includes a small sitting area with benches that have not been renovated in decades. Due to the intensity of vehicle traffic in the immediate area, the park is underused today. This project would install a sidewalk on the Nassau Street side of the park (where there is currently no public sidewalk) to improve accessibility, and renovate the park to enable a more dynamic range of activities.

PROPERTY OWNERS / SPONSORS

NYC Parks, an agency of the City of New York, manages Trinity Park and would oversee all park related upgrades. The NYC Department of Transportation (NYCDOT), which managed road and bridges, would install the sidewalk.

STRATEGIES

This project aligns with the following DRI Strategies:

- Upgrade parks and open spaces to allow flexible community programming
- Develop attractive plazas and other spaces open to the public
- Make streetscapes more pedestrian-friendly

In addition, this project aligns with the following REDC goals:

- Improve the quality of life
-

**ANTICIPATED REVITALIZATION
BENEFITS**

This area where pedestrians exit the Manhattan Bridge is currently challenging to navigate and ruled by street infrastructure. An enhanced park will provide a more attractive entrance and rest area for visitors, a place for nearby workers (Etsy, WeWork, etc.) to walk during the day and eat lunch, and a gathering place for high school students in the adjacent Freedom Academy or residents of the New York City Housing Authority's (NYCHA) Farragut Houses. Furthermore, upgrades to Trinity Park would complement current renovations underway at Bridge Park 2 just to the north.

Equip Local Schools for STEAM Instruction

Proposed Programing



PROJECT DESCRIPTION

Downtown Brooklyn has become a growing employment center for the borough in recent years, especially for tech and creative (i.e. innovation) sectors. It is the third largest business district in New York City with a diverse base of major employers, including JPMorgan Chase, CUNY City Tech, Etsy, and the many creative and industrial businesses located in DUMBO and the Brooklyn Navy Yard. Employment growth between 2010 and 2018 has similarly been focused on innovation sectors including 1,700 new jobs in the information industry (122% increase), 1,000 new jobs in arts and entertainment sectors (110% increase), and 2,200 new jobs in professional services industries (63% increase).

This project proposes to purchase new equipment to better support STEAM education (science, technology, engineering, arts, and math) at elementary, middle, and high schools within the local Community Education Council District. Equipment funded through this project could include laptops and other computer equipment, 3D printers and other light production materials, science lab equipment, digital software, and other STEAM-related tools.

Enhanced STEAM educational opportunities can help prepare local students for careers in the growing innovation industries, including with local employers. This initiative would increase opportunities for all students and especially for women/girls of color and other underrepresented groups.

PROPERTY OWNER/SPONSOR

The NYC Department of Education is responsible for the City’s public schools, including all equipment purchasing, and would oversee this project.

STRATEGIES

This project aligns with the following DRI Strategies:

- Support workforce programs connecting residents to growing businesses and industries

In addition, this project aligns with the following REDC goals:

- Create a pro-growth, pro-jobs environment
 - Improve the quality of life
 - Invest in the future
 - Foster innovation
-

**ANTICIPATED REVITALIZATION
BENEFITS**

Access to new equipment can help open students to new career paths and opportunities they may not have known existed before, particularly with growing creative and tech employment centers throughout the Study Area, including the Brooklyn Navy Yard and DUMBO. By extending educational and entrepreneurial opportunities in Brooklyn to surrounding neighborhoods, new equipment supporting more advanced STEAM education can better prepare local students for sustainable careers in growing job sectors.

Create a Fund to Support Local Startups and Entrepreneurs



Make It in Brooklyn Pitch Contest

PROJECT DESCRIPTION

In 2016 the Downtown Brooklyn Partnership (DBP) launched the Make It in Brooklyn campaign to support local entrepreneurs and strengthen networks across the growing innovation economy in Downtown Brooklyn.

Over the past three years, Make It in Brooklyn has included pitch contests for startups, meet-ups, summits, and panel discussions as well as larger initiatives including Talent Connect – which connects students in local higher education institutions to established companies and start-ups – and Living Lab, through which DBP partners with innovative tech companies to use public spaces controlled by DBP as a testing ground for new innovative technologies. This campaign has successfully brought together hundreds of entrepreneurs and provided nearly \$100,000 in seed funding and pro-bono professional services to support business growth.

Building on this success, this project would expand the Make It in Brooklyn campaign to the communities encompassing the Farragut, Ingersoll, and Whitman Houses to support local entrepreneurs by providing grants for product testing and investment in company growth.

PROPERTY OWNER/SPONSOR

The Downtown Brooklyn Partnership, which currently oversees the Make It in Brooklyn campaign, would oversee the grant program, working with local resident councils and other partners to market the opportunity to local entrepreneurs and provide ongoing business incubation and support services.

Downtown Brooklyn Partnership

STRATEGIES

This project aligns with the following DRI Strategies:

- Support local entrepreneurs and small businesses with space and equipment needs

In addition, this project aligns with the following REDC goals:

- Create a pro-growth, pro-jobs environment
- Invest in the future
- Foster innovation

**ANTICIPATED REVITALIZATION
BENEFITS**

.....

A grant program supporting local entrepreneurs will not only support employment growth and new opportunities for local residents, but the resulting urban innovations may improve the quality of life for local residents.

.....

Redevelop Old Fulton Street into an Attractive Brooklyn Gateway

Proposed Conditions:
Anchorage Market
rendering from the
Brooklyn Strand Urban
Design Action Plan
(2016)



PROJECT DESCRIPTION

Today, Old Fulton Street between Front and Prospect Street is a busy, six-lane roadway connecting many neighborhoods and key assets, including Brooklyn Bridge Park Pier 1 and Cadman Plaza Park, to DUMBO and Downtown Brooklyn. Despite being a prominent entranceway to the downtown, the road is lined by vacant, fenced-in lots that create an unattractive environment for pedestrians.

The Brooklyn Strand study identified a number of transformative projects for the empty lots that line Old Fulton Street in order to create new inviting public spaces that would help transition the corridor into a welcoming boulevard. This project encompasses both the Gateway to Brooklyn project and the Anchorage Market project featured in the Strand Urban Design Action Plan.

The Gateway to Brooklyn project targets the pedestrian connection between Cadman Plaza Park and the Brooklyn Bridge Promenade. It envisions creating a new pedestrian access bridge capping the Brooklyn Bridge offramp, raising the edge of Cadman Plaza

Park to meet this new access bridge, and below, creating a shared street plaza on Washington Street at the base of the promenade stairway.

The Anchorage Market project is focused on opening the interstitial spaces around the base of the Brooklyn Bridge at Prospect, Washington, and Old Fulton Streets that are owned by the NYC Department of Parks and Recreation (NYC Parks) but are closed to the public. Improved pedestrian and bike access along Old Fulton Street, along with a new active promenade along Anchorage Plaza West, would help create a new public space and strong and safe connection between Downtown Brooklyn, surrounding communities, and the waterfront.

PROPERTY OWNER/SPONSOR

The NYC Department of Transportation (NYCDOT) has jurisdiction over Old Fulton Street and other bisecting roadways and would be responsible for any street or sidewalk improvements. NYC Parks owns Anchorage Market as well Cadman Plaza Park and would oversee those elements of the project.

STRATEGIES

This project aligns with the following DRI Strategies:

- Upgrade parks and open spaces to allow flexible community programming
- Develop attractive plazas and other spaces open to the public
- Create welcoming, physically inviting spaces by removing fences and other barriers
- Make streetscapes more pedestrian-friendly
- Enhance navigability through wayfinding and other visible strategies

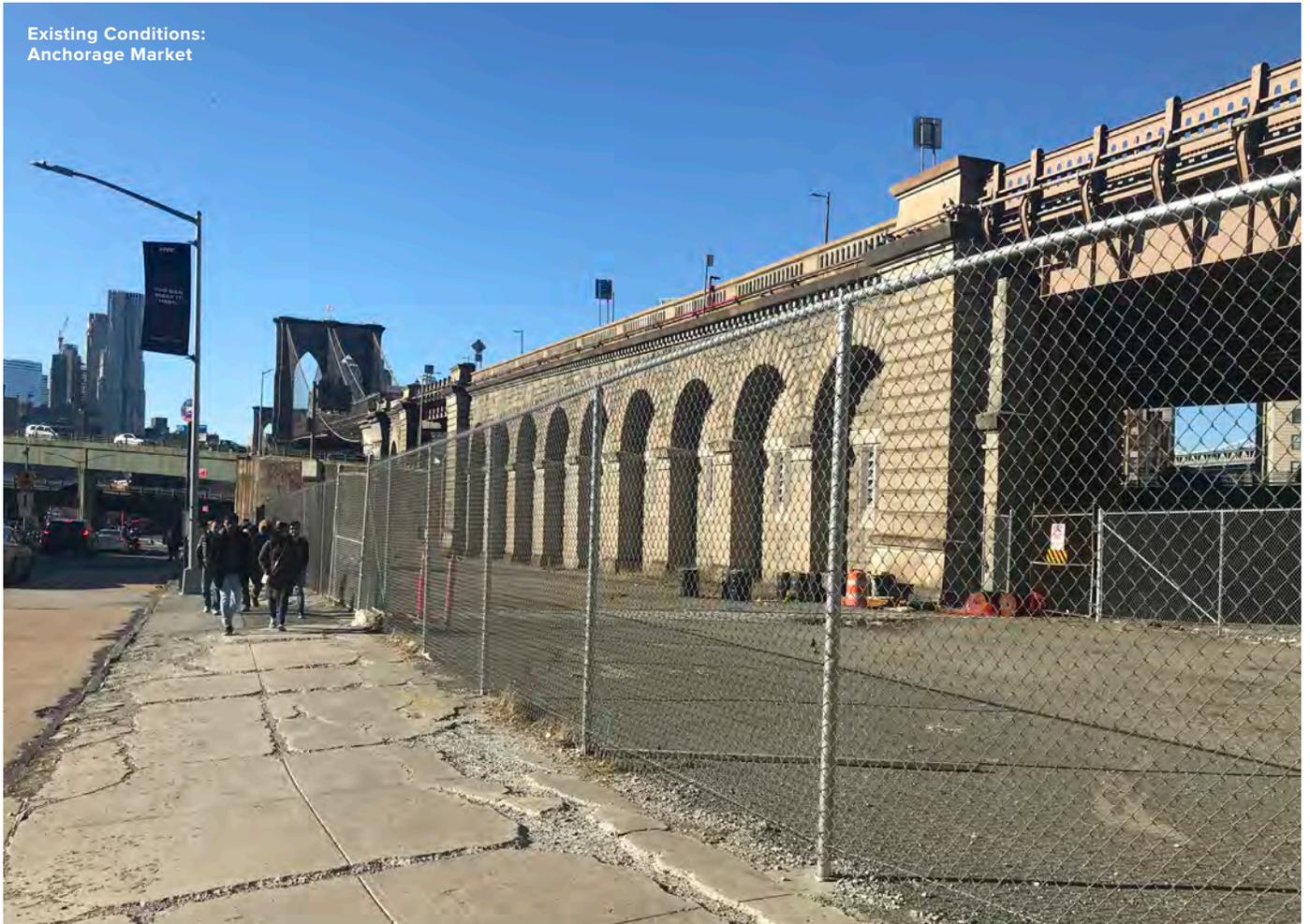
In addition, this project aligns with the following REDC goals:

- Improve the quality of life

**ANTICIPATED REVITALIZATION
BENEFITS**

These improvements would not only create a safer environment for cyclists and pedestrians, but would also activate underutilized public land and create a strong connection between Downtown Brooklyn and surrounding neighborhoods with DUMBO and the waterfront.

Existing Conditions:
Anchorage Market

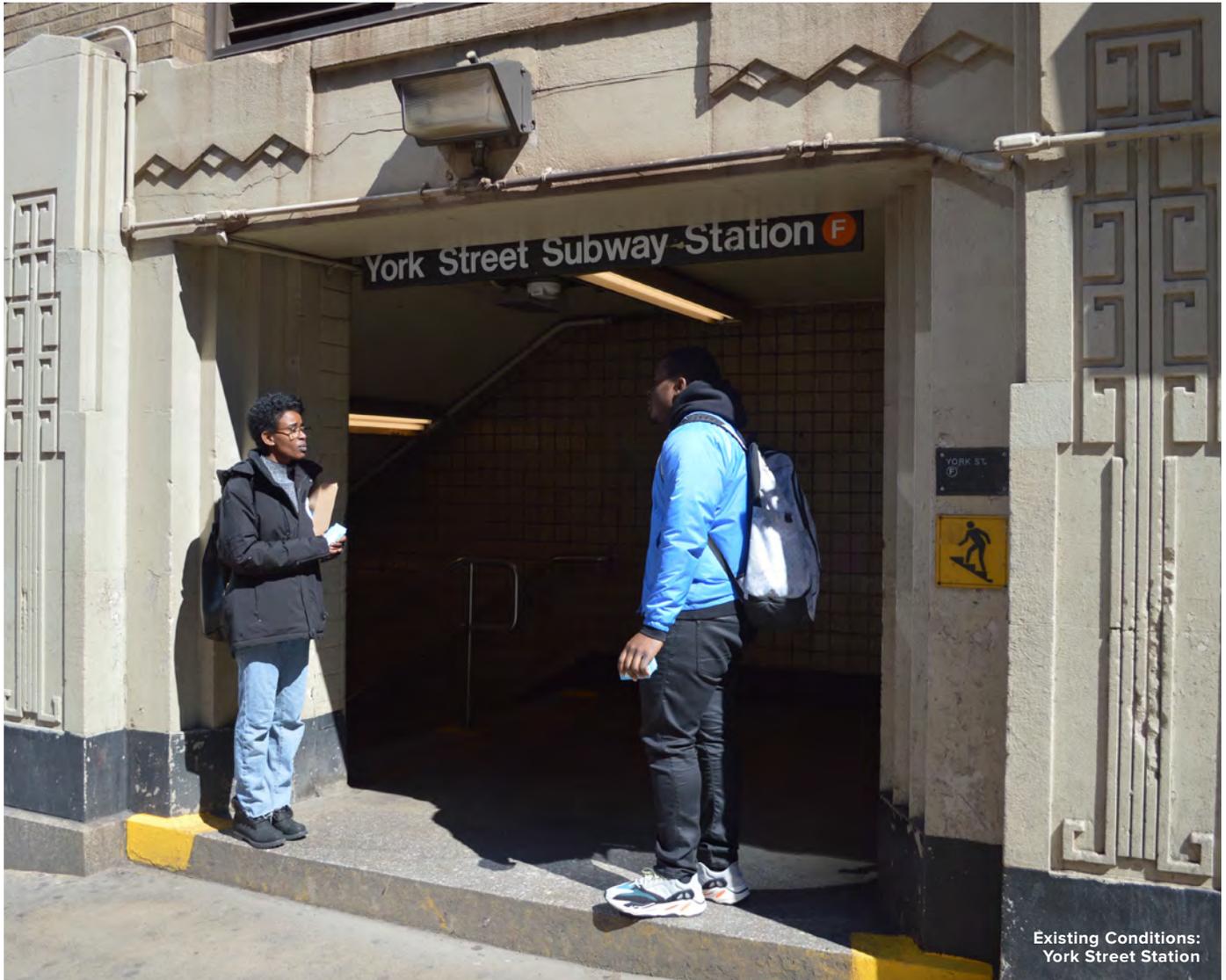


Proposed Conditions:
Anchorage Market rendering
from the Brooklyn Strand Urban
Design Action Plan (2016)





Build a Second Entrance to the York Street F Train Station



Existing Conditions:
York Street Station

PROJECT DESCRIPTION

Over the last decade, the neighborhoods served by the York Street F Train station have grown substantially, bringing new residents as well as visitors and workers to the area. Since 2010, the population in the Study Area grew by 27% compared to 7% and 6% in the borough and the city overall. The neighborhood has also attracted significant new employers, including Etsy, West Elm, and numerous tech and creative firms, greatly increasing the daytime commuting traffic. As a result, the subway station has seen a sustained increase in ridership. In 2012, average weekday ridership at the York Street Station was 7,800; by 2017, this number had increased to 10,400. This growth is only expected to hasten with the delivery of the 85 Jay Street project adjacent to the station entrance – which will include over 700 new residential units – and other new development.

The F train is a lifeline for DUMBO and surrounding neighborhoods. Despite Downtown Brooklyn being a major transit hub with connections to multiple subway lines, dozens of bus routes, multiple New York City Ferry stations, and more than two dozen Citi Bike stations, these multimodal options are largely concentrated in the downtown core, while residents and workers in DUMBO and other neighborhoods east of Flatbush Avenue are limited to the F subway line and buses. Currently, the F train York Street station has just one entrance, which creates significant congestion at rush hour and poses a safety hazard for users. While there have been calls for a second entrance from the community for years, including preliminary plans developed by Delson or Sherman Architects PC, plans require a deeper study by Metropolitan Transportation Authority (MTA) and funding has not been secured to advance the project. With the influx of new residents, employees and visitors, and the current shortage of transit options in the Study Area, this project would create new entrances at the station to increase capacity and improve accessibility.

PROPERTY OWNER/SPONSOR

The Metropolitan Transportation Authority (MTA) manages the York Street F train station and would be responsible for overseeing the construction and maintenance of additional station entrances.

STRATEGIES

This project aligns with the following DRI Strategies:

- Improve transit hubs to ensure rider safety and accessibility

In addition, this project aligns with the following REDC goals:

- Improve the quality of life

**ANTICIPATED REVITALIZATION
BENEFITS**

An additional F train station entrance can relieve crowding at the single station to better serve residents, workers, and visitors and improve safety. An improved experience would also encourage greater transit use in the future and improved transit accessibility would help with local efforts to attract new employers that value proximity to a subway station.

Improve Bicycle and Pedestrian Safety along Jay Street



Existing Conditions:
Jay Street

PROJECT DESCRIPTION

Jay Street is a major north-south arterial road connecting Downtown Brooklyn with DUMBO and Brooklyn Bridge Park. Jay Street north of Tillary Street is also a hub of students and faculty from the many nearby academic institutions, including CUNY City Tech, NYU Tandon School of Engineering, Freedom Academy High School, and the Brooklyn Lab Charter School. Beyond students and faculty there are many local commuters, an increasing number of residents in new buildings like the Amberly, and, with the opening of the Wegmans grocery store at the Brooklyn Navy Yard, residents from a broader area using Jay Street as an access route.

In its present state, Jay Street north of Tillary Street poses challenges for pedestrians and cyclists due to its narrow sidewalks and unprotected bike lanes that crisscross with an off-ramp from the Manhattan Bridge. Given the high volume of pedestrian, cyclist, and vehicle traffic, the NYC Department of Transportation (NYCDOT) has been studying ways to improve pedestrian and cyclist flow along the Jay Street corridor

and understand what physical improvements would be necessary. This project would expand and improve sidewalks and bike lanes, and integrate pedestrian improvements such as benches, lighting, and bus shelters to create a more welcoming and safer street environment.

PROPERTY OWNER/SPONSOR

NYCDOT, which manages the City's roads and bridges, has jurisdiction over Jay Street and would oversee this project.

STRATEGIES

This project aligns with the following DRI Strategies:

- Make streetscapes more pedestrian-friendly
- Expand and enhance the local bike network

In addition, this project aligns with the following REDC goals:

- Improve the quality of life
-

**ANTICIPATED REVITALIZATION
BENEFITS**

Improvements along Jay Street will ensure the street can be safely shared with pedestrians and bicyclists. Safer streets may also encourage greater use of sustainable transit modes and reduce car traffic.

Improve Pedestrian Safety on Navy Street along the Ingersoll Houses



Existing Conditions:
Navy Street

PROJECT DESCRIPTION

Navy Street is a major north-south street forming the spine of the Study Area. Navy Street connects DUMBO, Farragut Houses and Commodore Barry Park to Ingersoll and Whitman Houses, the Brooklyn Hospital Center, and Fort Greene (as it transitions into Ashland Place). The stretch of Navy Street running along Ingersoll Houses – south of Park Avenue and north of Myrtle Avenue – has no public sidewalk, requiring pedestrians to either use a pedestrian walkway located within the grounds of the New York City Housing Authority’s (NYCHA) Ingersoll Houses, which are fenced in on both sides, or walk in the street, as many pedestrians choose to do, exposing them to risk of traffic accidents.

This project would create a formal City sidewalk by widening the curb, removing fences where possible, introducing protected bike lanes, and incorporating traffic calming elements to create a pedestrian-safe corridor with lower traffic speeds, a dedicated sidewalk space, and proper bike infrastructure. This project would compliment others proposed for DRI funding, such as improvements at the intersection of Tillary and Navy Street.

PROPERTY OWNER/SPONSOR

The NYC Department of Transportation (NYCDOT), which manages the City's roads and bridges, has jurisdiction over Navy Street and would oversee this project. NYCHA may support this project by removing fences lining its interior walkway.

STRATEGIES

This project aligns with the following DRI Strategies:

- Make streetscapes more pedestrian-friendly
- Expand and enhance the local bike network
- Enhance navigability through wayfinding and other visible strategies
- Create welcoming, physically inviting spaces by removing fences and other barriers

In addition, this project aligns with the following REDC goals:

- Improve the quality of life
-

**ANTICIPATED REVITALIZATION
BENEFITS**

By creating complete sidewalks and protected bike lanes, this project would improve mobility options for residents and workers in the surrounding neighborhoods. It would also promote safety by creating a dedicated public sidewalk along Navy Street and reducing vehicle speeds through traffic calming measures.

Expand the Brooklyn Waterfront Greenway along York Street



Existing Conditions:
York Street

TOTAL PROJECT COST

\$3,500,000 to \$5,000,000 (estimated)

PROJECT DESCRIPTION

The Brooklyn Waterfront Greenway is a planned 26-mile pedestrian and bike path (with 18-miles currently in use) along the Brooklyn waterfront beginning at Greenpoint and running through the Brooklyn Navy Yard, DUMBO, and Red Hook to Owl’s Head Park in Bay Ridge. The Greenway is being funded largely through the NYC Department of Transportation (NYCDOT) capital budget, and therefore is being built in pieces over the course of several years as funding becomes available. To date, 18 miles of the Greenway have been opened to the public, with four segments under construction. Within the Study Area, portions of the path are being completed on Flushing Street by the Brooklyn Navy Yard and once completed are expected to see a significant increase in the number of pedestrians and cyclists.

The segment of York Street between Jay Street and Navy Street has not yet received funding for greenway improvements. This important segment connects workers at the Brooklyn Navy Yard and future shoppers of the soon-to-open Wegmans grocery

store, residents of the New York City Housing Authority’s Farragut Houses, and residents of DUMBO to the York Street station of the F train, an important transit link in the community, and to points west in Downtown Brooklyn. NYCDOT would make Greenway improvements, including sidewalk upgrades, curb bump-outs, improved crossings, and improved bike lanes, converting York Street into a more complete street with benches, bus shelters, seating, and wayfinding, a new mid-block crossing, and pedestrian-scale lighting improvements.

PROPERTY OWNER/SPONSOR

NYCDOT, which oversees the City’s roads and bridges, has jurisdiction over York Street and would oversee project design and maintenance.

STRATEGIES

- This project aligns with the following DRI Strategies:
- Make streetscapes more pedestrian-friendly
 - Expand and enhance the local bike network
 - Enhance navigability through wayfinding and other visible strategies

- In addition, this project aligns with the following REDC goals:
- Improve the quality of life

ANTICIPATED REVITALIZATION BENEFITS

Pedestrian crossings, additional lighting, protected bike lanes, and other improvements along York Street would enhance pedestrian, cyclist, and vehicle safety, and encourage residents and commuters to walk or bike, reducing traffic and improving health outcomes.