



Stable Brooklyn Community Group 
Planning for the future of our neighborhood



Who, What, Where is Stable Brooklyn?

STABLE BROOKLYN

LAND USE MAP



The Stable Brooklyn Community Group represents residents in the 7-block area bounded by:

NORTH: Fort Hamilton Parkway / Ocean Parkway Service Road
 SOUTH: Caton Avenue
 EAST: Coney Island Avenue
 WEST: Ocean Parkway Service Road

The area currently comprises 58 1-3 family homes, 9 apartment buildings, 2 warehouses, 2 churches, 2 schools, an active horse stable, a day care facility, a gas station, 3 vacant lots, and 1 construction site (7 story, 107 unit condo).

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A Community Awakens

2005 → 2006 → 2007



Early 2005: The eviction of horses from The Little Grey Barn and the sale of the adjacent lot to a developer of luxury condos spurs residents into action.

March 2005: A neighborhood walking tour with Community Board 7 and Councilmember Bill de Blasio tours the two vacant buildings and two vacant lots in this 7-block area.



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The Up-zoning of Lot 55

2005 → 2006 → 2007



Late 2005 - early 2006: The community focuses its attention on trying to prevent the up-zoning of a single lot at 22 Caton Place (lot 55) from R6 to R7A. Residents want to see the lot down-zoned to a scale consistent with the houses that abut the lot and hope that City Planning will address the zoning issues facing the entire area. A "compromise" zone of R7B is eventually awarded to the developer.



While this is a lower FAR than the developer sought, it is still an up-zone from R6. The new designation does, however, cap the height of the building and require that "Quality Housing" standards are met.

Rendering of the proposed building at 22 Caton Place (construction not yet begun)

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Community Board 7 Supports the Neighborhood

2005 → 2006 → 2007

Both in response to the public testimony at the ULURP hearings and in response to a petition drive by residents, Community Board 7 unanimously passed **two** resolutions in support of neighborhood efforts to get on the City Planning agenda:

From the ULURP Hearings (Nov, 2005):

"...We further request that City Planning undertake a study of rezoning the surrounding community to comply with the original intent of the Special Ocean Parkway District, to protect the interior blocks. The Special Ocean Parkway District Re Zoning originally passed by the Borough Board on April 20, 1993 and specifically called for the down zoning of this area if the proposed nursing home (at 711 Caton Avenue) was not approved. As almost 14 years have passed and no nursing home has been built or approved for this site, it is essential that this small section of our community commonly known as East Windsor Terrace be afforded the protection denied to it when the Special Ocean Parkway District was approved."

From the petition drive (June, 2006):

"Community Board #7 urgently request that the Department of City Planning examine the issue of rezoning the area bounded by Caton Avenue and Coney Island Avenue, Ocean Parkway and the Ocean Parkway Service Road, commonly known as East Windsor Terrace, to determine what changes can be made to the local zoning to protect the character of the low rise residential homes and to immediately right the past wrongs done to this section of our Community District when the Special Ocean Parkway District passed in April 1993"

As of August, 2007, there has been no official response to the community regarding these resolutions.

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The Workshops Begin

2005 → 2006 → 2007



March-May, 2006: Frustrated with waiting, residents decide to begin the planning process themselves by enlisting the guidance of Urban Planning professor Tom Angotti in a series of community planning workshops.



July, 2006: The result of the workshops is the report, "Stable-izing Brooklyn: Making the Links to Stable Brooklyn"



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What Residents Like About the Neighborhood

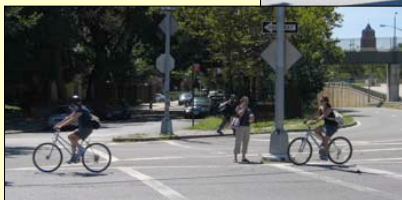
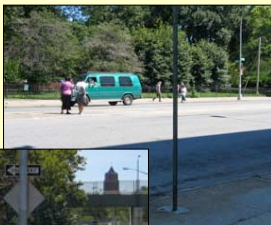


- Close to Prospect Park and the newly renovated Parade Grounds
- The horse stables give the area a unique identity that many consider a real treasure
- Quiet and relatively safe
- **Ethnically diverse**
- Schools are good
- On-street parking is often adequate, though at times difficult.



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What Residents are Concerned About



- Pressures on homeowners from developers because of R6 zoning designation
- Threatening effect of development on stables
- Poor traffic controls on Ocean Parkway Service Road and Park Circle, making it dangerous for pedestrians, cyclists, and horses
- Lack of local retail, encouraging car ownership
- Uncertainty about development of empty lots and potential tear-downs of existing homes
- Bare streetscapes and poor or no pedestrian crossings for busy surrounding streets

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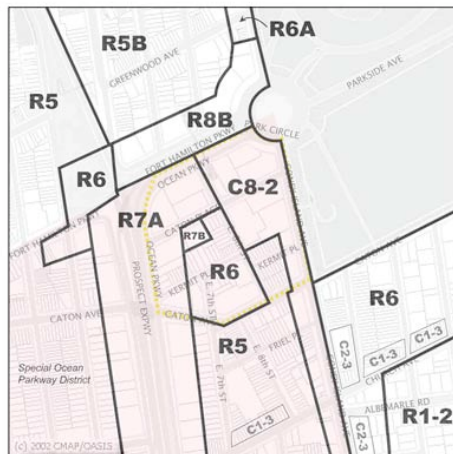
The Results of the Workshops: Specific Recommendations

1. Re-zone to protect homes, preserve scale, and promote local retail
2. Street-level traffic, pedestrian and equestrian improvements
3. Connect area to Windsor Terrace, Prospect Park and Parade Grounds, enhancing neighborhood's role as a gateway to Brooklyn's premier park

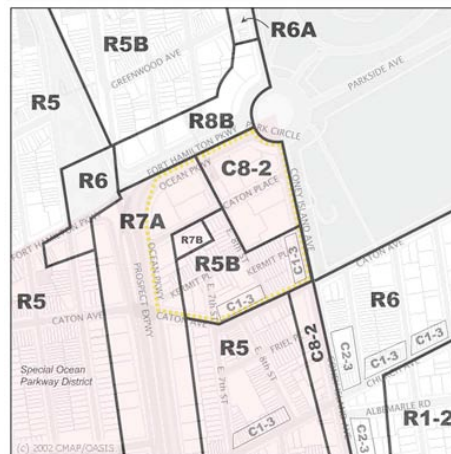
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1. Re-Zoning

Existing

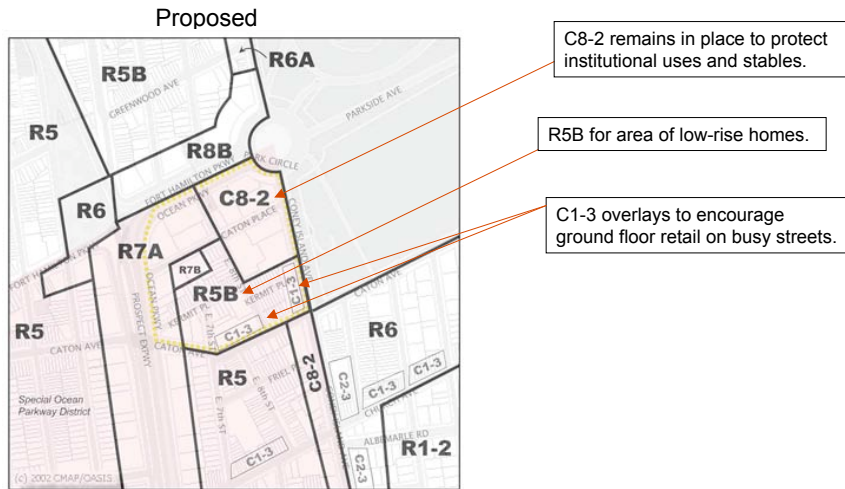


Proposed



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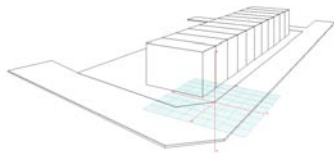
Re-Zoning, explained



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Re-Zoning: Effect on Vacant Lot

701-711 Caton Avenue



R5B
FAR: 1.35 (CF: n/a)
Coverage: 55%
Max. Height: 3-4 Stories
Parking: 66%

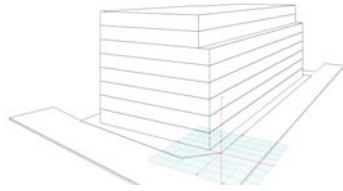
Proposed Use:
Residential with ground floor retail



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Zoning: Existing

701-711 Caton Avenue



R6 CF

FAR: 4.8 (CF: n/a)

Coverage: 70%

Typical Height: 8 Stories

Parking: 50%

C1 Overlay FAR: 4.8



Proposed Nursing Home

Lot has been vacant for over 14 years

Actual proposed parking: 21 spaces for 380 residents, 150 staff, and untold visitors

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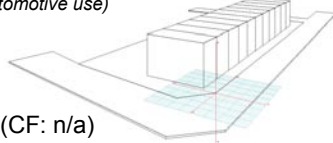
Re-Zoning: Effect on Vacant Lot

362 Coney Island Avenue



Lot has been vacant for approx. 5 years

Variance was denied for 32 unit condo, currently zoned C8-2 (automotive use)



R5B

FAR: 1.35 (CF: n/a)

Coverage: 55%

Max. Height: 3-4 Stories

Parking: 66%

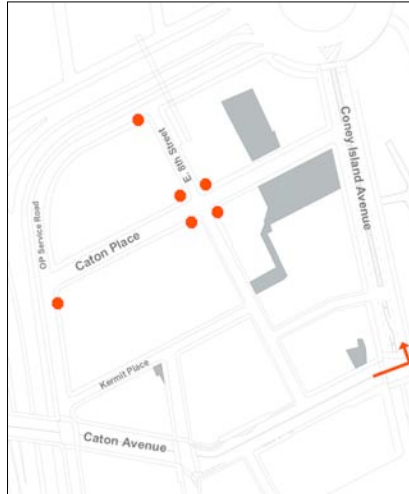


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2. Street-level Improvements

Ocean Parkway Service Road Traffic Calming Measures: Easily Implemented Solutions



Problem: Drivers use Ocean Parkway Service Road as a short cut from Caton Avenue to reach Park Circle. There is nothing to slow traffic on this 3-block stretch. The narrow street makes visibility poor for cars entering at Caton Place or E. 8th. In addition, cars speed from around the curve to the approach at E. 8th, right where horses enter the roadway to cross to the bridle path.

Solution: Install stop signs to slow traffic and allow time for pedestrian and horse crossing. Additionally, speed tables could be used as a traffic calming measure along this stretch. Also, provide left turn signal at Caton Avenue onto Coney Island Avenue to eliminate the desire for a shortcut.

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Transportation Issues

Ocean Parkway Service Road Speed Signage



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Transportation Issues

Ocean Parkway Service Road
Greenway



Transportation Issues

Ocean Parkway Service Road
Stable Users



Street-level Improvements

Caton Avenue:

Easily Implemented Solutions



Example of a bulb-out.

Problem: The Caton Avenue truck route curves slightly at E. 7th Street where the roadway is unusually wide. Painted neckdowns to calm traffic are ignored by drivers and do little to provide safety for pedestrians. The wide intersection tempts cars to try to cut off slower moving trucks by passing them in the intersection.

Solution: Permanent sidewalk widening "bulb-outs" with a protected parking lane would help calm traffic, safely allow for parking, and assist pedestrians crossing the wide intersection. Textured crosswalks could also be implemented to calm traffic and improve safety.

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Transportation Issues

Caton Avenue Painted Neckdown



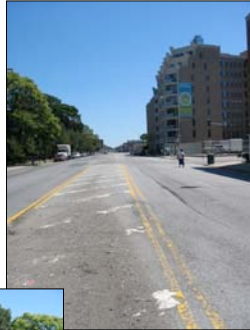
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Street-level Improvements

Coney Island Avenue: Easily Implemented Solutions

Problem: Between Park Circle and Caton Avenue, there are no crosswalks on Coney Island Avenue. People using the bus shelters or crossing to the Parade Grounds scurry through traffic, pausing in the painted median halfway.



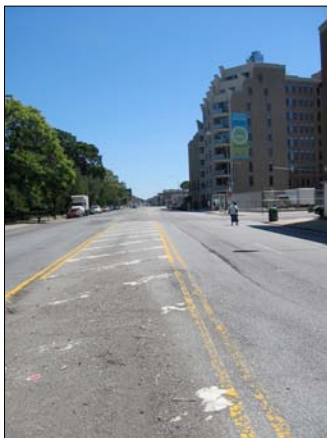
Solution: Install an on-demand crosswalk at Caton Place, thereby connecting the two bus shelters and shortening the distance between safe crossing options. A planted median would improve the streetscape while providing safety to pedestrians and calm traffic.



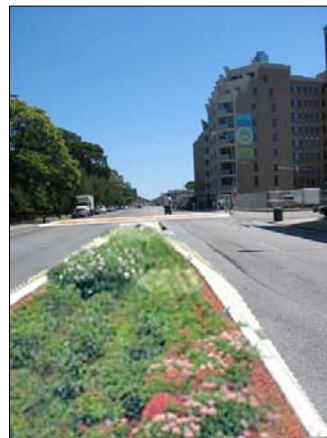
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Street-level Improvements

Coney Island Avenue: Easily Implemented Solutions



Before: bare streetscape, no crossing



After: planted streetscape, safe crossing

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Street-level Improvements

Park Circle Re-design



Problem: Park Circle is located at a major entrance to Prospect Park, linking the park with neighborhoods to the south and with the Greenway bicycle route on Ocean Parkway, yet it is treacherous for cyclists, pedestrians and horses to cross. While the center of the circle is nicely planted, safe access is non-existent. Horse riders must stop traffic to cross. Crossing from the southwest quadrant to the northwest quadrant is only possible via a pedestrian bridge which many residents are fearful of. The alternative is to sprint across 5 lanes of traffic.

Solution: Re-design the circle to channel traffic properly, re-claim underutilized paved sections for other uses (green markets or bicycle paths), provide safe crossings on all sides, with on-demand horse crossings via bridle path through the center using appropriate surface materials.

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Street-level Improvements

Park Circle Re-design: Some Possibilities



Solution: As shown in this aerial view, much of the circle consists of painted areas where driving is not allowed. A simple improvement would be to replace these areas with plantings, install pedestrian and bike crossings to the north, and an appropriate height on-demand horse crossing to the center. Unused area around the perimeter could allow for protected bike lanes or space for green markets.

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Street-level Improvements

Park Circle Re-design: Some Possibilities *Buffered Bike Lanes*



The wide sidewalks at the perimeter of Park Circle would provide an excellent opportunity to install buffered bike lanes such as the ones shown here (in Berlin). Bicycles are protected from both traffic and pedestrians while still allowing for on-street parking. Color and texture variation in the surface materials helps distinguish the lanes.

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Street-level Improvements

Park Circle Re-design: Some Possibilities *Horse Crossing (so-called “Pegasus” crossing)*



“Pegasus Crossing” in use in England. These special crossing have buttons at two heights, for riders dismounted and mounted.

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3. Re-connect with Windsor Terrace

Removal of Pedestrian Overpass



Problem: Robert Moses-era construction of Ft. Hamilton Parkway approach to Prospect Expressway and Ocean Parkway sliced through the neighborhood, forcing pedestrians to negotiate a maze of pedestrian overpasses in order to reach the rest of Windsor Terrace. Walking the area is unpleasant, so many people opt to drive to their destination.



Solution: Tear down the pedestrian overpass at Ft. Hamilton Parkway and replace it with street-level crossings and a small park.

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Re-connect with Windsor Terrace

Removal of Pedestrian Overpass

Design Proposal



Existing



Proposed

- New crosswalk
- New traffic lights
- Walkable connection at street level

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Re-connect with Windsor Terrace

Removal of Pedestrian Overpass
Design Proposal



Crossing at street level, planted median, narrowed roadway with bicycle lane, separate horse crossing and bridle path.



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Design Proposal: Reconnect with Windsor Terrace

Existing



Proposed



Under-utilized traffic lanes are converted to planted medians, bridge is removed, bridle path is re-located, street-level crosswalk and bike paths constructed.

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Design Proposal: Reconnection With Windsor Terrace



Proposed

- New crosswalk
- New traffic lights
- Walkable connection at street level

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Design Proposal: Reconnect With Windsor Terrace 3



View from Park Circle
looking west

Existing



Proposed

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Design Proposal: Reconnect With Windsor Terrace



Possible street closing: Ocean Parkway Service Road between E. 8th and Park Circle.

Closure of the street would allow for the creation of a new park or playground, joining with the area currently occupied by the overpass ramp. It would also connect the Greenway to Prospect Park.



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The State of the Neighborhood, 2007

2005 → 2006 → 2007



23 Caton Place



701-711 Caton Avenue



Abandoned Car on Caton Place



362 Coney Island Avenue



22 Caton Place

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The State of the Neighborhood, 2007

2005 → 2006 → 2007



Adjacent properties on Kermit Place and E. 7th Street have been sold to Moishe Zelcer under the name "Kermit 7 LLC". These detached two family homes are still zoned R6. Combined lots with a corner property will allow for at least a 5 story building if these properties are torn down.

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New / Proposed Development



New Development
22 Caton Place



New Development
23 Caton Place

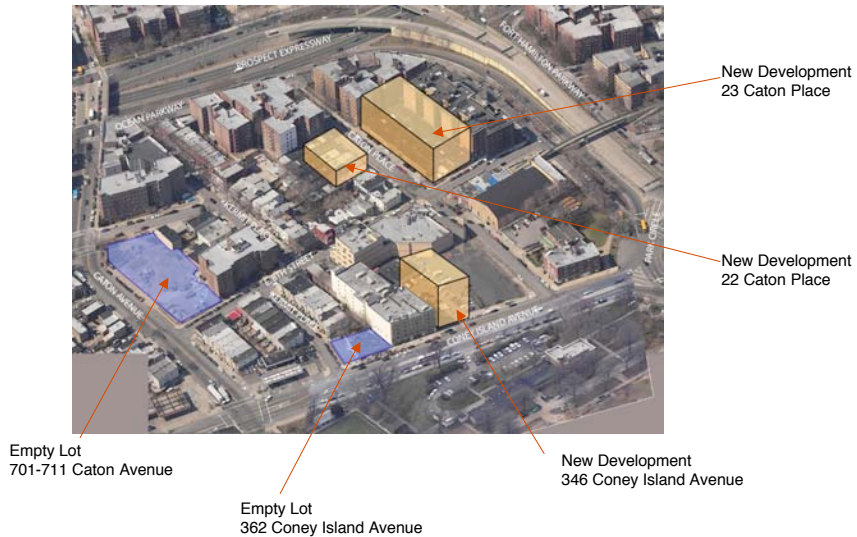


New Development
346 Coney Island Avenue



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New / Proposed Development



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Sources

Transportation Alternatives, *Streets for People*
www.transalt.org/info/streets4people/streets4people.pdf

Presentation created by:

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Amended August, 2007 by Mandy Harris

Under the supervision of Thomas Angotti

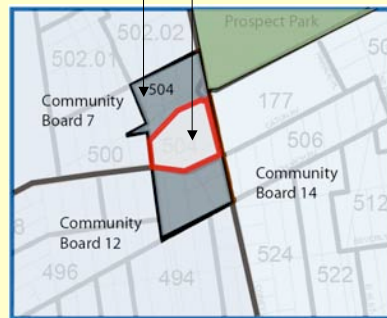
Neighborhood Demographics

Community Board 7



Census Tract 504

Block Group 2



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Demographics Overview

- Increasing ethnic diversity, with a large immigrant population, 19% linguistically isolated, mostly from Poland, Russia, Ukraine
- 82% renters
- Very low vacancy rate (3%)
- 43% car ownership

Demographics: Ethnic Diversity

Table 1. Population Change By Race: E. Windsor Terrace and Brooklyn 1990-2000
Block-level Data for E. Windsor Terrace

	1990		2000		Percent Change (+/-)	
	E. Windsor Terrace	Brooklyn	E. Windsor Terrace	Brooklyn	E. Windsor Terrace	Brooklyn
Total Population	1,377	2,300,664	1,349	2,465,326	-2%	+7%
Race						
White Non-Hispanic.....	726	923,229	544	854,532	-25%	-7%
Black Non-Hispanic.....	292	797,802	284	844,568	-3%	+6%
Asian/Pac. Islander Non-Hispanic.....	43	106,022	105	185,396	+144%	+75%
American Indian Non-Hispanic.....	5	5,416	1	4,494	-80%	-17%
Other Non-Hispanic.....	5	5,784	12	16,067	+140%	+177%
Two or More Races Non-Hispanic.....	n/a	n/a	82	68,688	n/a	n/a
Hispanic Origin.....	306	462,411	321	487,878	6%	+5%

Table 2. Population By Age Group for E. Windsor Terrace 2000
Block-level Data for E. Windsor Terrace

	E. Windsor Terrace		Brooklyn	
	1,349	Percent	2,465,326	Percent
Total Population	1,349	100%	2,465,326	100%
18 and under.....	295	22%	693,324	28%
19-64 years-old.....	908	67%	1,488,720	61%
65 and over.....	146	11%	283,282	11%

Area shows an increasing non-white population since 1990, with over 140% increases in Asian/Pac. Islander and Other Non-Hispanic residents as well as a 25% decrease in White Non-Hispanic and a 6% decrease in Black, Non-Hispanic residents.

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Demographics: Countries of Origin

Table 3. Top 5 Countries of Origin for the Foreign Born Population in Census Tract 504 and Brooklyn 2000
Census Tract and County Data

Census Tract 504		
Total Population	4,463	Percent
Total Foreign Born Population	2,136	100%
Poland.....	261	12%
Ukraine.....	163	8%
Russia.....	161	8%
Bangladesh.....	144	7%
Mexico.....	128	6%
Brooklyn		
Total Population	2,465,326	Percent
Total Foreign Born Population	931,769	100%
Jamaica.....	73,580	8%
China.....	72,673	8%
Haiti.....	61,267	7%
Dominican Republic.....	59,362	6%
Ukraine.....	55,573	6%

The area is home to many new immigrant communities from Eastern Europe—Poland, Ukraine, and Russia—as well as from Bangladesh and Mexico.

19% of households are linguistically isolated.

Table 4. Linguistically Isolated Households in Census Tract 504 and Brooklyn 2000
Census Tract and County Data

	Census Tract 504		Brooklyn	
	1,883	Percent	880,727	Percent
Total Households.....	1,883	100%	880,727	100%
Total Linguistically Isolated Households.....	349	19%	140,291	16%

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Demographics: Income, Home Values

Table 5. Income for Census Tract 504 and Brooklyn 2000
Census Tract and County Data

	Census Tract 504	Brooklyn	+/-Percent of Brooklyn
Median Household Income.....	\$41,803	\$32,135	+30%
Median Household Family Income.....	\$42,428	\$36,188	+17%
Per Capita Income.....	\$22,316	\$16,775	+33%

Median incomes are well above medians for Brooklyn as a whole, as are home values.

Table 6. Home Value for Census Tract 504 and Brooklyn 2000
Census Tract and County Data

	Census Tract 504	Brooklyn	+/-Percent of Brooklyn
Median Gross Rent.....	\$ 737	\$ 672	+10%
Median Home Value			
All owner-occupied units.....	\$281,000	\$229,200	+23%

Table 7. Housing Information for E. Windsor Terrace and Brooklyn 2000
Block-level Data for E. Windsor Terrace

	E. Windsor Terrace		Brooklyn	
		Percent		Percent
Total Housing Unit.....	578	100%	930,866	100%
Occupied Housing Units.....	561	97%	880,727	95%
Housing Units By Tenure				
Renters.....	459	82%	642,360	70%
Owners.....	102	18%	238,367	30%

There are 578 housing units in the immediate area and a 3% vacancy rate. 82% of residents rent.

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Demographics: Vehicle Ownership

Table 8. Vehicle Ownership and Driving as Means to Work for Census Tract 504 and Brooklyn 2000
Census Tract and County Data

	Census Tract 504		Brooklyn	
		Percent		Percent
Total Population.....	1,883	100%	2,465,326	100%
No Vehicles.....	1,077	57%	501,803	20%
1 Vehicle.....	671	35%	291,238	11%
Workers Who Drove Alone to Work.....	409	21%	202,070	8%
Workers Who Used Other Means/ Worked At Home.....	1,661	88%	626,726	25%

43% of the population owns a car.

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