1. Jackie Robinson Park
2. Fulton Plaza
3. Fulton Park
4. Tennis Courts
5. Transportation
History

Originally the area that is now Stuyvesant Heights was farmland that became a community after the American Revolutionary War.

The present gridiron street system was laid out in 1835, as shown by the Street Commissioners map of 1839, and the blocks were lotted. Streets in Stuyvesant Heights were named after prominent figures in American history, Francis Lewis was a signer of the Declaration of Independence, whilst Bainbridge, Chauncey, Decatur and Macdonough were naval heroes of the Tripolitan War and the War of 1812.

The neighborhood merged with Bedford in 1930 to become the hyphenated name Bedford-Stuyvesant. During this time major change took place due to the Depression years of the 1930s. Many of the original property owners had become either too old or too poor to maintain their spacious quarters. More and more dwellings were sold to Blacks, who were attracted from Harlem to the South. There is a solid tradition of private home ownership, good schools and the relatively smoke free air. This created the second largest Black community in New York. It has a historic district between Throop Avenue and Malcolm X Boulevard just north of Fulton Street with well-kept brownstones with middle-income African American families residing in them.

The 1910s was the worst experience for Bedford—Stuyvesant as a whole. Many buildings were abandoned and burned as well as retail outlets. The area was resurrected in the mid-1980s when major funding from the New York City Council to revitalize the neighborhood.

Currently, gentrification continues steadily throughout the neighborhood, if not accelerated by the affordable prices of living in Bedford-Stuyvesant. The strong community and abundant beautiful brownstone townhouses in the neighborhood contribute to its growth and charm. Since 2008 a score of new cafes, restaurants, bakeries, boutiques, galleries and wine bars have sprung up in the areas with a concentrated growth found along the western and southern parts of the neighborhood. These areas include blocks north of the Nostrand Avenue and Fulton Street intersection and west of Fulton Street and Stuyvesant Avenues. These areas are serviced well by the express A train subway stops at Nostrand Avenue and Utica Avenue, with commute times 15 minutes to Lower Manhattan and 30 minutes to Midtown Manhattan. In 2011, Bedford-Stuyvesant listed three Zagat rated restaurants for the first time.

A diverse mix of students, ‘hipsters’, artists, creative professionals, architects and attorneys of all races continue to move to the neighborhood. They are concentrated mainly in the Stuyvesant Heights and Bedford Corners areas in the South and Western parts of the neighborhood. In addition, a major business improvement district has been under way along the Fulton and Nostrand Corridor with redesigned streetscape to include: new street trees, street furniture, pavers, signage and improved cleanliness in an effort to attract more business investment. The average real estate price has more than doubled in this neighborhood since 2000, when the average home price was around $124,000. Townhome prices in more affluent parts of Bedford-Stuyvesant, such as Stuyvesant Heights or Bedford Corners can be seen listed from $600,000 – $900,000 in 2011. (Wikipedia)
History

Major Issues

- Continues to be the epicenter of disastrous health issues such as HIV/AIDS, asthma, and obesity
- There are vicious predatory lending schemes, the looming water and the property tax lien system
- The educational system changes – lack of understanding for parents and community regarding processes that are now governing our children’s education
- There are insufficient employment opportunities
- A need for access to workforce development programs
- The opportunities for the growth of small businesses has diminished
- A rise in gang culture and the proliferation of guns that are readily available in our public housing complexes
- Infrastructure and environmental issues such as the construction of the sanitation garage in CD3
- Local streets that require varying levels of attention are put off for years in the name of fiscal accountability
Demographics

Bedford-Stuyvesant is one of the most densely populated areas within Brooklyn, which is one of the most densely packed places in the entire country. The people that live here are mainly African-American. The median age is mid-30s. Lack of education, 40% have less than a high school education goes hand-in-hand with low wages. The median wage here is $29,800, which is $10,000 less than the rest of Brooklyn. A full 35% are living in poverty. This area also faces high incidences of HIV, diabetes, high blood pressure and asthma.

Census tracts included: 297, 271, 381, 299

<table>
<thead>
<tr>
<th>Total population</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010 Census</td>
</tr>
<tr>
<td>Census Tract 297, Kings County, New York</td>
</tr>
<tr>
<td>Total</td>
</tr>
</tbody>
</table>

Population density:
Bedford Stuyvesant (Bed-Stuy): 38,928 people per square mile
Brooklyn: 34,917 people per square mile
Demographics

Median age – US Census 2010

<table>
<thead>
<tr>
<th></th>
<th>Census Tract 297</th>
<th>Census Tract 299</th>
<th>Census Tract 371</th>
<th>Census Tract 381</th>
</tr>
</thead>
<tbody>
<tr>
<td>Both sexes</td>
<td>36.2</td>
<td>29</td>
<td>34.8</td>
<td>33.1</td>
</tr>
<tr>
<td>Male</td>
<td>33.9</td>
<td>26.8</td>
<td>32.8</td>
<td>29</td>
</tr>
<tr>
<td>Female</td>
<td>37.3</td>
<td>31.2</td>
<td>36.4</td>
<td>36.5</td>
</tr>
</tbody>
</table>

Race

- White alone
- Black or African American alone
- Hispanic
- Some Other Race alone

Educational Attainment (%)

Median household income 2009:
- Bedford Stuyvesant (Bed-Stuy): $29,883
- Brooklyn: $40,478

Percentage of population below poverty level:
- Bedford Stuyvesant (Bed-Stuy): 35.2%
- Brooklyn: 25.1%

Source: citydata.com
In our investigation into the Fulton and Malcolm X Study site area we looked into the ownership to the different neighborhood areas, we looked at a parking lot on the North East corner of Malcolm X Blvd, which is owned by the Good Tidings Gospel Chapel; we also looked at the underutilized tennis courts across from Fulton plaza and next to the subway entrance; upon further examination, we found the tennis courts appear to be under the care of the Boys and Girls High School which is under the supervision of the Department of Education. We also surveyed Fulton Park and Jackie Robinson Park; both maintained and operated by the Parks Department. Futon Houses, owners of housing development behind Fulton Plaza, reportedly also own the Fulton Plaza storefront buildings. The cross-streets of Fulton and Malcolm X Blvd are under the supervision of the Department of Transportation.
Findings

Site 1: Jackie Robinson Park

Usage: The Park is underutilized and it cannot be used year-round. It has no lighting so it cannot be used in the evenings. Even in the summer the park is not frequently used.

Safety: The Park is laid out in such a way that there could be a lack of safety in the internal area of the park. It is not visible from the street and feels isolated. From the subway plaza (site 2) you cannot clearly see the Park and there is no signage to guide you to it.

Connection to Jackie Robinson: In 1988 the baseball field, a fitting tribute to Jackie Robinson, was removed. Now there is no connection to him.

Condition:
A yearly inspection performed in March 2017 by the NYC Park’s Department found the following:

<table>
<thead>
<tr>
<th>Name</th>
<th>Acceptable</th>
<th>Unacceptable</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cleanliness</td>
<td>* Glass</td>
<td>* Ice</td>
</tr>
<tr>
<td></td>
<td>* Graffiti</td>
<td>* Litter</td>
</tr>
<tr>
<td>Landscape</td>
<td>* Lawns</td>
<td>* Trees</td>
</tr>
<tr>
<td>Structural</td>
<td>* Benches</td>
<td>* Paved Surfaces</td>
</tr>
<tr>
<td></td>
<td>* Fences</td>
<td>* Play Equipment</td>
</tr>
<tr>
<td></td>
<td>* Safety Surface</td>
<td></td>
</tr>
</tbody>
</table>
Findings

- Plaza has two main sections, eastern section with a circular wall, and western section
- Eastern section - contains circular wall, shade trees and attracts a number of people for short periods of time
- Western section – large stretch of pavement, mainly a pathway to and from subway, a few vendors
- In between the parking lot of the stores and the Fulton Houses parking lot – trash bins creating a nuisance
- Pavement in poor condition at a few points near the corner – unsafe for pedestrians and leads to pooling water

Usage:
- The area is a largely transitional space – moving people between the bus and subway or waiting for the bus.
- A large number of users are by themselves at the space
- There is no programming
Between 1997 and 1998, Fulton Park underwent a $458,134 reconstruction of the park’s landscape and sprinkler system. After this Borough President Golden and Councilmember Annette Robinson funded the capital project which included the following:

- Planting of an ornamental garden along Lewis Avenue
- Restoration of sod and trees
- Installation of animal art pavers
- Addition of a terrazzo north arrow rosette
- Reconstruction of fences
- Replacement of wood bench slats
- Electrical work
- Reconstruction of drainage and water supply

Facilities:
- The park features a bathroom that is open year-round
- The park features dog runs where dogs are allowed to run and exercise off-leash
- The park has two water fountains
- A Subway Entrance leads into the park

Inspection Reports: In the most recent inspection of the park, done on October 21, 2011, the parks’ overall condition and cleanliness were both rated as being acceptable. The park, however, received an unacceptable rating for its benches (structural issues) and litter. Compared to its previous inspection done on July 19, 2011, the park’s overall condition and cleanliness improved from its previous inspection rating of unacceptable. However, a cause of concern is the condition of the park’s paved surfaces. Since 2004, the park has been inspected thirteen times and has received an unacceptable rating for its sidewalks and paved surfaces in seven of the thirteen inspection reports, including three times in its four most recent inspection reports. Sidewalks and paved surfaces are inspected for severe spalling, missing segments, holes, cracks, protrusions, and uplifts.

(Source: http://www.nycgovparks.org/parks/fultonpark)
Findings

Subway Entrance Area: The paths and area surrounding the subway entrance are well maintained and the pavement is in good condition. There is no formal seating in the area of any kind.

Tennis Courts Area: The tennis courts are in very poor condition. Bush and weed overgrowth on the courts make the space unusable. The paved surface contains large cracks and severe buckling. The fence surrounding the courts is also not well maintained.

Overall Area: In both areas there is relatively poor lighting making it a potential unsafe area. There is no immediate access of fresh fruits, vegetable or water in this area.
Subway Service: The area is well-served by A and C train lines, operated by MTA New York City Transit, providing express and local service to Ozone Park, JFK Airport and the Rockaways to the east, and Manhattan and downtown Brooklyn to the west. In 2011, the station served 4,437,282 passengers, a 3.9% increase from 2010. It is the 103rd-busiest station in the subway, which has 4,240 active subway stations. It sees an average 13,977 riders per weekday, and an average 16,026 riders per weekend, which combines Saturday and Sunday. Source: http://mta.info/nyct/facts/ridership/index.htm

Bus Service: The area is a critical junction not only for subway service, but also for buses. The B25 operates east–west along Fulton Street, while the B46 operates north–south along Malcolm X Boulevard and Utica Avenue. The B46 includes limited-stop service, which stops at the intersection with Fulton Street. The only other bus service within our study runs along its western edge; the B15 operates northbound on Lewis Avenue.

Bus Ridership: In 2011, the B46 served 15,360,359 passengers, a 4.6% decrease from 2010. It is the second-busiest bus route of the city’s 177 local and 23 express routes. It sees an average 39,265 riders per weekday, and an average 46,855 riders per weekend, which combines Saturday and Sunday. In 2011, the B25 served 3,556,703 passengers, a 6.0% decrease from 2010. It is the 75th-busiest bus route of the city’s 177 local and 23 express routes. It sees an average 11,154 riders per weekday, and an average 13,267 riders per weekend, which combines Saturday and Sunday. Citywide, bus ridership has been declining steadily since 2008. In 2011, total annual bus ridership experienced a 4.5% drop from 2010. Source: http://mta.info/nyct/facts/ridership/index.htm

Bus Shelters: Bus shelters, including benches, are provided at three of four bus stops at the intersection of Fulton Street, Malcolm X Boulevard and Utica Avenue. The two B46 bus stops on Utica Avenue and Malcolm X Boulevard both have new Cemusa bus shelters. The bus stop on Fulton Street for eastbound B25 buses does not have a shelter, while the stop for westbound B25 buses has an older-model shelter. Further to the west on Fulton Street, east- and west-bound B25 bus stops at Stuyvesant Avenue, adjacent to Fulton Park, do not have any shelters.
Bus Service Studies: The Utica Avenue corridor has been identified by MTA and NYC DOT as an underserved area and potential location for Select Bus Service, the branded bus rapid transit program being implemented in New York. NYC DOT has also designated Utica Avenue as a corridor to receive Transit Signal Priority (TSP), which can modify traffic signal phasing to give priority to buses. TSP has already been implemented on Victory Boulevard on Staten Island and Fordham Road in the Bronx. Source: http://www.mta.info/mta/planning/sbs/docs/intro_to_brt_phase2.pdf

Roadway Condition: Generally, roadway pavement condition in the site is good. Malcolm X Boulevard and Utica Avenue were repaved in the past couple years, with a smooth surface. Fulton Street, meanwhile, has some minor potholes and mounding of asphalt along the edges of lanes due to vehicle weight and heat. Despite these flaws, the pavement surface is generally smooth on Fulton Street. None of the roadways through the site are identified by NYC DOT as through or local truck routes.

Sidewalk Condition: Generally, sidewalk condition in the area can be described as fair to good. Sidewalk surfaces are uneven in only a few locations, particularly near tree roots along Malcolm X Boulevard in front of Jackie Robinson Park. Curb cuts are provided in most locations; however, after rains they are susceptible to ponding. Curb cuts are not provided on the "pork chop" traffic islands at the intersection of Fulton Street, Malcolm X Boulevard and Utica Avenue. In addition, while curb cuts are available on each corner of the intersection, they are often only facing across one of the two streets. This poses a significant risk for wheelchair users, who must remain in the street amongst turning vehicles in order to complete their crossing. The sidewalk surface near the semi-circular plaza on the northwest corner of the intersection, extending northward to the southbound B46 bus stop and adjacent parking lot, has suffered from a lack of maintenance. The parking lot features significant potholes; this impacts pedestrians because it is used as a shortcut for those going between Malcolm X Boulevard and the subway station entrance.
Survey Results

In order to get a better grasp of what the community wanted the space located at the intersection of Fulton St. and Malcolm X Blvd to be, we created a survey that would serve as the base of our recommendations. We surveyed a total of 18 people from the community and the results are interpreted below.

<table>
<thead>
<tr>
<th>Activities Done at the Intersection</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transfer to other Public Transportation</td>
</tr>
<tr>
<td>Waiting for the Bus</td>
</tr>
<tr>
<td>Use Intersection as a short-cut</td>
</tr>
<tr>
<td>Use the Intersection as a meeting place</td>
</tr>
<tr>
<td>Other*</td>
</tr>
</tbody>
</table>

* Survey Responses included Biking, Passing Through, and Running

The table above represents the activities in which our survey respondents answered they usually do at the intersection. The results of the survey indicate that the intersection is majority used as a transitional medium. Of all the activities in which our respondents had to choose from, the activities charted above received the most replies. Based on the results, the intersection is mainly used as a place where people pass through to either to transfer or wait for public transportation.

Visitation to the Intersection

The graph above represents the amount of times our survey participants usually visit the intersection located at Fulton St and Malcolm X Blvd in a week. Half of our survey respondents visit the intersection either two or three times a week. Also, a significant amount of our survey respondents answered that they visited the intersection in a daily basis.
Survey Results

<table>
<thead>
<tr>
<th>Intersection Ratings</th>
<th>Excellent</th>
<th>Good</th>
<th>Fair</th>
<th>Poor</th>
<th>Don't Know</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Cleanliness</td>
<td>1</td>
<td>4</td>
<td>9</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Condition of Paved Areas</td>
<td>n/a</td>
<td>4</td>
<td>6</td>
<td>7</td>
<td>1</td>
</tr>
<tr>
<td>Sitting Area</td>
<td>n/a</td>
<td>2</td>
<td>5</td>
<td>9</td>
<td>1</td>
</tr>
<tr>
<td>Lighting</td>
<td>n/a</td>
<td>3</td>
<td>7</td>
<td>6</td>
<td>1</td>
</tr>
<tr>
<td>Safety</td>
<td>n/a</td>
<td>6</td>
<td>10</td>
<td>1</td>
<td>n/a</td>
</tr>
<tr>
<td>Noise</td>
<td>1</td>
<td>4</td>
<td>10</td>
<td>1</td>
<td>n/a</td>
</tr>
<tr>
<td>Quality of Foods Sold int the area</td>
<td>n/a</td>
<td>4</td>
<td>2</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Temperature</td>
<td>n/a</td>
<td>4</td>
<td>1</td>
<td>n/a</td>
<td>n/a</td>
</tr>
</tbody>
</table>

The highlighted numbers represent the most rated rating for each of the categories shown above.

Survey participants were asked to rate the intersection on several qualities based on a scale of excellent, good, fair, and poor. Survey results indicate that the majority of respondents rated the intersection's qualities between good, fair, and poor. The majority of our survey respondents rated the intersection general cleanliness, lighting, safety, and Noise as being fair. The majority of our respondents rated the condition of paved areas and quality of the sitting area both as being poor.

Free Response Questions: Our Survey respondents were asked three free response questions (refer to appendix for survey). When asked how they usually got to the intersection, our survey respondents answered that they either traveled to the intersection either through public transportation, walking, or biking. When asked what they liked best of the area, many respondents answered that they like the access to the public transportation and the area's visibility in terms of being able to see everything around you. When asked what they would do to improve the area, the majority of our respondents responded that they would like to see more comfortable seating, repair of paved surfaces, better lighting, and more police presence. Finally, we asked respondents what they would like to see at the empty tennis court on Fulton St. Majority of our respondents answered that they would like better functionality of the place; perhaps a park, green space, and even an urban farm.
Install flags and statue to commemorate Jackie Robinson

Broader diversity of uses, including year-round options: skateboarding, ice skating, after-school exercise program

Re-establishing baseball uses to connect with the legacy of Jackie Robinson

Include food vendors that offer healthy foods to serve the groups already using the park
The Plaza

- Mural on side of commercial building
- Plantings and movable seating in main plaza space
- Benches on inside of semi-circular wall
- Move dumpsters behind/beside retail
- Move driveway to north
- Extend plaza plantings and tables to parking lot along Malcolm X
Fulton Park

- Remove metal bar fences to create open grassy areas
- Add stone benches to grassy areas
- Paint park fences brown to blend with surrounding historic homes
- Open underused western area of park
- Adaptive reuse of park building: community center or revenue-generating limited food service
Southwest Triangle

Community farm on site of tennis courts

Improved lighting for pedestrians on Fulton and walkway alongside school

New benches near subway entrance

New midblock crosswalk to accommodate existing pedestrian patterns and connect with Green Cart
Roadways

Cemusa bus shelters, bike racks and City-Benches on all four corners of intersection

Select Bus Service on Malcolm X and Utica

New midblock crosswalks to connect spaces

Install curb cuts at all crossings

Straighten turn lanes with right angles and enlarge traffic islands
Thank You.