Sustainable East New York: Background
NY & CT Sustainable Communities

Projects

Regional Projects:
- Plan Enhancement & Integration
- Climate Resilience
- Regional Housing Assessment
- Housing Opportunities Fund

Brooklyn in the Region

New York City

Population: 8,244,910**
Median Household Income: $50,285†
Workers: 3,281,929‡

Brooklyn
Population: 2,532,645**
Median Income: $43,567†
Workers: 484,947‡

Nassau
Population: 1,339,532*
Median Income: $93,613†
Workers: 512,737‡

Suffolk
Population: 1,493,350*
Median Income: $84,506†
Workers: 550,192‡

Sources:
* 2010 Census
** 2011 U.S. Census Bureau Estimate
† 2006-2010 U.S. Census Bureau American Community Survey
‡ U.S. Census Bureau 2009 County Business Patterns
Brooklyn Regional Connections

People who **work** in Brooklyn:
- 65% live in Brooklyn
- 13% live in Queens
- 11% live in MN, BX, or SI
- 6% live on Long Island
- 5% live outside of NYC & LI

Commuters to Brooklyn who live outside NYC:
- 71% come by car
- 29% come by transit/other

People who **live** in Brooklyn:
- 48% work in Brooklyn
- 38% work in Manhattan
- 7% work in Queens
- 5% work outside of NYC
- 2% work in SI or the BX

Of the people who live and work in Brooklyn:
- 70% use transit/other
- 30% use a car to get to work

Data Source: NYC DCP – Peripheral Travel Study (June 2010)
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Brooklyn LIRR Connections

Weekday AM peak commute

Brooklyn to Long Island: 4,359

Long Island to Brooklyn: 10,942

Data Source: MTA Long Island Railroad Passenger Counts 2006
Regional Transportation

Sample travel times from Broadway Junction:
Lower Manhattan: 18 – 25 mins
Times Square: 35 – 45 mins
Jamaica: 9 mins (LIRR)
Mineola: 32 mins (LIRR)
Our goals for achieving a greener, greater New York

- Housing and Neighborhoods
- Parks and Public Space
- Brownfields
- Waterways
- Water Supply
- Transportation
- Energy
- Air Quality
- Solid Waste
- Climate Change

Goal

Coordinate land use planning with transportation and sustainability objectives
Objectives

1. Facilitate affordable housing opportunities through zoning changes and other targeted measures
Objectives

2. Identify streetscape enhancements that can improve the physical environment
Objectives

3. Improve access to job centers through better transit connections
Objectives

4. Improve access to fresh food and retail services through FRESH and other programs
Objectives

5. Improve the area’s environmental performance by promoting building retrofits and implementation of “green measures”