

SUBCOMMITTEE ON ZONING AND FRANCHISES

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CITY COUNCIL  
CITY OF NEW YORK

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TRANSCRIPT OF THE MINUTES

Of the

SUBCOMMITTEE ON ZONING AND  
FRANCHISES

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March 27, 2025  
Start: 11:13 a.m.  
Recess: 1:38 p.m.

HELD AT: COUNCIL CHAMBERS - CITY HALL

B E F O R E: Kevin C. Riley, Chairperson

COUNCIL MEMBERS:

Shaun Abreu  
David M. Carr  
Francisco P. Moya  
Yusef Salaam

OTHER COUNCIL MEMBERS ATTENDING:

Crystal Hudson  
Chi A. Ossé

A P P E A R A N C E S

Alex Sommer, Director of the New York City  
Department of City Planning's Brooklyn Office

Sarit Platkin from New York City Department of  
Housing Preservation and Development

Jonah Rogoff from the New York City Department of  
City Planning's Brooklyn Office

Bianca Bryant, New York City Department of City  
Planning

Dash Henley, New York City Department of  
Transportation

Gib Veconi, member of Brooklyn Community Board

Jeffrey Schwane, self

Justin Levine, self

Lynda Balsama, community organizer with United  
Neighbors of Prospect and Crown Heights

Irsa Weatherspoon, Chairperson of Community Board  
8

Sharon Wedderburn, Chair of the Housing Advocacy  
and Land Use Committee

Jack Robinson, Community Board 8 Land Use  
Committee

A P P E A R A N C E S (CONTINUED)

Nicole Laemmle, Community Board 8 Land Use  
Committee Member

Jordan Catalana, self

Conor Ross, Community Board 8 Land Use Committee  
Member

Elaine Weinstein, AAMUP Steering Committee

Katya Willard, self

Saskia Haegens, AAMUP Steering Committee

Mimi Mitchell, self

Harris Krizmanich, self

Elizabeth Denys, self

Alex Morano, self

SERGEANT-AT-ARMS: Good morning, good morning. This is a radio check for the Subcommittee on Zoning and Franchises. The date is March 27, 2025. It is recorded in the Chambers, and this recording is done by Ginelle Yearwood.

SERGEANT-AT-ARMS: Good morning, and welcome to today's New York City Council hearing on the Committee of Zoning and Franchises.

If you would like to testify today, please see one of the Sergeant-at-Arms in the back to fill out a testimony slip.

At this point, no one may approach the dais at any time during today's hearing.

Please silence all electronic devices.

Chair, you may begin.

CHAIRPERSON RILEY: [GAVEL] Good morning, everyone, and welcome to a meeting of the Subcommittee on Zoning and Franchises. I'm Council Member Kevin Riley, Chair of this Subcommittee. I'm joined today by Committee Members, Council Member Moya, Council Member Carr, and also joined today by Council Member Hudson and Council Member Ossé.

Today, we were scheduled to hear three hearings. However, the 102-51 Queens Boulevard, which

consists of LUs 269 and 270 in Council Member Schulman's District and 2510 Coney Island Avenue, which consists of LUs 267 and 268 in Council Member Vernikov's District, are being laid over to a future date.

So, the only hearing that we will hold today concerns the Atlantic Avenue Mixed-Use Plan, also known as AAMUP. Specifically, we will hear today LUs 257-260 and 263-266. LUs 261 and 262 regarding the 1134-1142 Pacific Street and 457 Nostrand Avenue, which are related to AAMUP, will also be discussed today, but we will formally hear at a later date. The AAMUP proposal has long been in the making, but before discussing the proposal, I will first go over the hearing procedures.

This meeting is being held in hybrid format. Members of the public who wish to testify may testify in person or through Zoom. Members of the public who wish to testify remotely may register by visiting the New York City Council's website at [www.Council.nyc.gov/landuse](http://www.Council.nyc.gov/landuse) to sign up. And for those of you here in person, please see one of the Sergeants-at-Arms to prepare and submit a speaker's card.

Members of the public may also view a live stream broadcast of this meeting at the Council's website.

When you are called to testify before the Subcommittee, if you are joining us remotely, you will remain muted until recognized by myself to speak. When you are recognized, your microphone will be unmuted. We will limit public testimony to two minutes per witness. If you have additional testimony that you would like the subcommittee to consider, or if you have written testimony that you would like the Subcommittee to consider instead of appearing in person, please email it to [landusetestimony@Council.nyc.gov](mailto:landusetestimony@Council.nyc.gov). Written testimony may be submitted up to three days after the hearing is closed. Please indicate the LU number and/or project name in the subject line of your email.

We request that the witnesses joining us remotely remain in the meeting until excused by myself as Council Members may have questions.

Lastly, for everyone attending today's meeting, this is a government proceeding and decorum must be observed at all times. Members of the public

are asked not to speak during the meeting unless you are testifying.

The witness table is reserved for people who are called to testify and no video recording or photography is allowed from the witness table.

Further, members of the public may not present audio or video recording as testimony, but may submit transcripts of such recording to the Sergeant-at-Arms for inclusion in the hearing's record.

I just want to state for the record, we've been joined by Council Member Abreu online.

I will now open the public hearing on pre-considered LUs relating to the AIM-UP proposal in Council Member Hudson and Ossé's District. This is an exciting plan to re-envision a portion of Atlantic Avenue from Vanderbilt to Nordstrom Avenue. The zoning along this corridor is outdated and provides a great opportunity to create much-needed affordable housing in this part of Brooklyn. It is also known as this stretch of Atlantic Avenue is extremely dangerous for pedestrians and needs to be redesigned. So, this initiative has a real potential to provide much-needed resources to the neighborhoods in Brooklyn, and today we will have the opportunity to

discuss with the administration how we can secure these resources. Because I have said repeatedly, it is not enough to simply build market-rate housing, we have to build the housing that our constituents can actually afford and provide needed infrastructure and parks that our residents deserve.

As with other neighborhood rezonings, this one involves multiple land-use actions. These include a zoning map amendment to up-zone the corridor, a zoning text amendment to create a new special district and apply MIH, and several other actions needed to build 100 percent affordable housing development. I will let DCP describe each of these actions in more detail.

For anyone wishing to testify regarding the AMA proposal remotely, if you have not already done so, you must register online by visiting the Council's website at [Council.nyc.gov/landuse](http://Council.nyc.gov/landuse).

For anyone with us in person, please see one of the Sergeants-at-Arms to submit a speaker's card. If you prefer to submit written testimony, you can always do so by emailing it to [landusetestimony@council.nyc.gov](mailto:landusetestimony@council.nyc.gov).



I would now like to yield the floor to Council Member Hudson followed by Council Member Ossé opening remarks. Council Member Hudson.

COUNCIL MEMBER HUDSON: Thank you so much, Chair Riley and Members of the Subcommittee. My name is Crystal Hudson. I'm the Council Member for District 35 in Brooklyn, which encompasses the majority of the Atlantic Avenue Mixed-Use Plan, or AAMUP, area. I'm joined here today by my colleague, Council Member Chi Ossé, who represents the remainder of the planning area in District 36. Each of our Districts is unique, but our communities share history, challenges, and priorities that must be reflected in this plan. We have reached an important milestone now that this proposal is officially before the Council, and I appreciate the involvement of all who have played a role in seeing us to this juncture, including community leaders, our constituents, government colleagues, and everyone else who had a hand in getting AAMUP to this point.

Now that this proposal is before the City Council, we must ensure this plan meets our constituents' needs and shines as an example of good-faith planning from the bottom up. I'm grateful to

the Department of City Planning for working tirelessly with me and Council Member Ossé throughout this process. Together, we hosted more than a dozen community meetings where we received feedback from constituents about their vision for Atlantic Avenue. Their expertise and support is a large part of why we're even at this point today.

Despite this, I have strong concerns about this plan as it stands, and the Administration will need to directly address these concerns to have my support. AAMUP must significantly increase our community's supply of deeply affordable housing through new construction and strengthened preservation investments. Displacement of Black families from Bed-Stuy and Crown Heights, particularly within the AAMUP study area, is well documented. From 2000 to 2020, the Black population was cut roughly in half due to rising housing costs and race-based income inequality. AAMUP must help to counter this trend. We must ensure that new housing generated by this rezoning is accessible to Black households who have an average household income of 48,000 dollars per year compared to 133,000 for White households in Brooklyn Community District 8. And if

trends continue, this gap will only widen. Through this process, we have identified a number of City- and State-owned sites that could be redeveloped to include affordable housing, specifically the long-empty State-owned building at 1024 Fulton Street, school parking lots at the Brooklyn Adult Learning Center on Nostrand Avenue, and the School for Career Development on Claremont Avenue, and a City-owned property leased to the MTA on Atlantic Avenue. Last year, this Administration ordered that City agencies review all City-owned sites for potential housing development. If we are truly serious about working to mitigate our city's housing crisis, then we need to leverage every public site available to us to achieve this goal, regardless of the challenges. We cannot lose this opportunity to create thousands of units of deeply affordable housing, and at many of these sites, there is potential to build affordable housing while also expanding and renewing facilities for other City functions, such as schools.

One of AAMUP's primary goals is to ensure a diverse and vibrant mix of uses, including space for jobs, services, local retail, community facilities, creative and cultural uses, and light

industrial businesses. The nearby special Gowanus mixed-use district utilizes zoning tools to narrowly target these uses, yet the Administration claims they are unable to include this tool with AAMUP. I do not understand or agree with this position. My community has advocated for these incentives for years, and this is a core pillar of our plan. It is unacceptable that my Colleagues and I were initially told these tools could be included, only to have DCP now change its mind. I want to make this abundantly clear. If we cannot include these zoning incentives, it will jeopardize the future of this plan. We can't claim to be doing good community planning if the community's top goals are ignored.

The dynamics of inequality and displacement in central Brooklyn cannot be addressed through housing alone. The Administration must commit to prioritizing equitable economic development in the AAMUP area. This community needs a package of locally targeted policies, including job training and placement, to expand career pathways that are accessible to existing residents, including those without a college degree. There must also be support

for M/WBE and Black entrepreneurship and financial incentives for diverse mixed-use development.

Finally, we cannot add thousands of housing units without significant infrastructure improvements, which must include a comprehensive redesign of Atlantic Avenue and separately improvements to existing open space. The Administration must commit to a fully funded redesign of Atlantic Avenue from Flatbush Avenue in the west to Nostrand Avenue in the east. Additionally, the Administration must look at nearby corridors that the community has identified for upgrades and improvements. This is another critical part of this plan that requires a strong commitment from the Administration.

Thank you again, Chair Riley, for allowing me the opportunity to make this statement on AAMUP. I look forward to the presentation, hearing from members of the community on this proposal, and working with the Administration to ensure that this is a successful plan. Thank you.

CHAIRPERSON RILEY: Thank you, Council Member Hudson. Council Member Ossé.

COUNCIL MEMBER OSSÉ: Thank you so much, Chair Riley and Members of the Subcommittee. My name is Council Member Chi Ossé, and I represent District 36 in Brooklyn. Like my Colleague, Council Member Hudson, I am here today to hear the Administration's proposal for the Atlantic Avenue Mixed Use Plan, AAMUP. I will also address community priorities outside of the zoning proposal that must be highlighted for this plan to succeed.

I share many of the concerns that Council Member Hudson outlined in her opening statement and would like to share my own and urge the Administration to work with us to make this plan the best it can be. I need to emphasize that it is key that the Administration addresses those concerns shared by Council Member Hudson, myself, and our communities before our support is gained.

I want to echo the comments of Council Member Hudson that affordable housing is a top priority. We are in a housing crisis caused by an unacceptable shortage that impacts our city and has pushed thousands of Black residents out of their homes. This is particularly evident in my District. The Administration must use all tools at its disposal

to build new units to meet the ever-growing demand and new income-restricted units. It must also preserve existing affordable homes across the AAMUP project area. Every City-owned site in the study must be considered for redevelopment to include new housing, including many income-restricted affordable housing units as an additional use. AAMUP needs to stand as an example of how community-driven rezonings can protect long-time residents. This proposal must bring more housing to the neighborhood. Much of that must be income-restricted.

The environmental impact statement identified significant impacts to our open spaces as part of AAMUP, and the Administration must address those concerns. Both Community Boards 3 and 8 have listed where their top priorities are for capital improvements and expansions, and we need to make sure that our residents have a place of respite amidst the development, whether it's in our parks, schoolyards, or community gardens, such as the Lefferts Place Community Garden and the Westbrook Memorial Community Garden. We should be considering improvements to all open space in and around the proposed rezoning area. Bed-Stuy has less open space than most other

neighborhoods in the city, and I want the Administration to seriously consider all recommendations made by the community and allocate the necessary resources to make this a reality.

This plan is located in a transit-rich area. This is among the reasons it is a strong choice for new housing construction to address the housing shortage and relieve pressure from the limited housing supply in Bed-Stuy, which has caused costs to skyrocket and displace our neighbors. It is also why I urge the Administration and MTA to make necessary improvements to infrastructure and aesthetics, particularly in the area of the Franklin Avenue shuttle station at Fulton Street. The EIS identified the Franklin Avenue station would see the largest increase in use as a result of the proposal. The MTA must continue to commit to their signaling system replacement plan to ensure that there are additional trips along the AC line to accommodate the increase in residents. Additionally, the MTA must make aesthetic improvements to the shuttle structure, specifically to the shuttle overpass, the wall along Franklin Avenue, and the surrounding bus shelters.



My final concern that I share with Council Member Hudson regards a complete redesign of Atlantic Avenue. This is a critical component of this plan. Atlantic Avenue is one of the most dangerous streets in the city, and this much-needed housing should be paired with major safety improvements. The Administration must commit to a thoughtful and fully funded redesign of Atlantic Avenue and give a clear timeline of when such a redesign would be implemented.

Thank you for allowing me the time to express my and my community's thoughts on AAMUP. I look forward to hearing from the Administration and working with them to make sure that this plan works for the residents in both of our Districts. The housing shortage that is straining our communities and displacing New Yorkers cannot be allowed to continue, and any community plan that comes to the neighborhoods I represent must address all concerns brought up by both Council Member Hudson and myself and our community members testifying today. I look forward to ensuring AAMUP meets the needs of the constituents Council Member Hudson and I represent. Thank you.

CHAIRPERSON RILEY: Thank you, Council  
Member Ossé.

I just want to state for the record we've  
been joined by Council Member Salaam.

I will now call for the applicant panel  
for this proposal which consists of Alex Sommer,  
Jonah Rogoff, and Sarit Platkin.

Counsel, can you please administer the  
affirmation?

COMMITTEE COUNSEL VIDAL: Could you please  
raise your right hand and restate your name for the  
record?

CHAIRPERSON RILEY: Oh, can you turn on  
the microphone? Thank you.

ALEX SOMMER: Alex Sommer.

JONAH ROGOFF: Jonah Rogoff.

SARIT PLATKIN: Sarit Platkin.

COMMITTEE COUNSEL VIDAL: Do you swear to  
tell the truth and nothing but the truth in your  
testimony today and in response to Council Member  
questions?

ALEX SOMMER: I do.

JONAH ROGOFF: Yes, I do.

SARIT PLATKIN: I do.

COMMITTEE COUNSEL VIDAL: Thank you.

CHAIRPERSON RILEY: Thank you. For the viewing public, if you need an accessible version of this presentation, please send an email request to [landusetestimony@council.nyc.gov](mailto:landusetestimony@council.nyc.gov).

And now the applicant team may begin. I'll just ask that you please restate your name and organization for the record. You may begin.

ALEX SOMMER: Good morning, Chair Riley and Members of the Subcommittee. Thank you for having us today. My name is Alex Sommer. I'm the Director of the Department of City Planning's Brooklyn office. I'm joined by Sarit Platkin from HPD, Jonah Rogoff from the Department of City Planning's Brooklyn Office as well, and we'll be presenting today. For the Q and A, we'll also be joined by additional members from HPD, DOT, and the Department of City Planning.

CHAIRPERSON RILEY: We'll just have to swear them in before.

ALEX SOMMER: Understood. Thank you.

I want to first thank both Council Members Crystal Hudson and Chi Ossé for their leadership during the AAMUP engagement process, their

collaboration with residents, small business owners, and City agencies, and their ongoing advocacy on behalf of their community so thank you. So, next slide, please.

This AAMUP proposal has come together over more than a decade of planning, hundreds of hours of outreach and input from local residents, business owners, advocates, and elected officials, and supported by a cadre of civil servants across multiple public agencies. I personally believe AAMUP demonstrates our continued commitment to thoughtful neighborhood-based planning through the coordination of local land use changes, holistic public realm improvements, and targeted infrastructure investments. Next slide, please.

The AAMUP study area is well-served by public transit with easy access to job centers like downtown Brooklyn and lower Manhattan, and is surrounded by thriving residential neighborhoods with active commercial corridors. Today, however, the area is mapped with extremely outdated zoning, which prohibits new housing and limits the growth of new modern businesses. In response to community advocacy and calls for change, AAMUP aims to create 4,600 new

homes, including over 1,400 homes which would be rent-regulated and income-restricted, and more than 800,000 square feet of new commercial, community facility, and industrial uses, creating space for 2,800 new jobs. Next slide.

To facilitate the AAMUP vision, the Department is proposing a set of zoning map amendments to allow new housing and more jobs, zoning text amendments to make sure new buildings include permanent affordable housing, and establish a new special district that creates new mixed-use zoning tools and regulations to improve the streetscape, urban design, and create new public open spaces. In addition, HPD and DCAS are co-applicants for site-specific proposals, which need UDAAP designations, as well as acquisition and disposition actions, all to facilitate new affordable housing developments throughout the area. And though, of course, they're not subject to the currently proposed zoning actions, we are, of course, coordinating on infrastructure and neighborhood capital planning with our sister agencies to meet the goals outlined during the extensive public engagement process. Next slide, please.

So, to orient everyone not familiar with the area, AAMUP covers approximately 21 city blocks along Atlantic Avenue in Central Brooklyn, split roughly between Crown Heights and Prospect Heights in Community District 8 and Bedford-Stuyvesant in Community District 3. Atlantic Terminal Barclays Center and Downtown Brooklyn are about three to four blocks to the west, Prospect Park and Eastern Parkway are about seven to eight blocks to the south, and the Nostrand Avenue LIRR station and Bed-Stuy's Restoration Plaza are just to the east. Next slide, please.

All right. Now that we're broadly situated together, I'll pass it over to Jonah to continue and talk briefly about the project's background and proposals.

JONAH ROGOFF: Thank you, Alex. Next slide, please.

So, AAMUP is surrounded by areas either mapped as historic districts or contextually rezoned over the past 30 years. While these actions have helped preserve the built character, in particular the beloved brownstone character, they've also

limited opportunities to grow and meet rising demand for housing. Next slide.

Since 2019, seven private applications have been approved in the AAMUP area, as well as three more within one block, which generally maps C6-3A along Atlantic Avenue and paired R7A districts to the south. The confluence of these applications was also a major driving force to have a holistic area-wide plan. Next slide, please.

After the 2013 Crown Heights West rezoning, Community Board 8 led an effort called MCROWN to re-envision the area with a proposal in 2015 to support housing with requirements for light industrial and community facility space. In 2016, we began engaging with them, which led to a land use framework in 2018 shown above identifying Atlantic Avenue as a corridor for a high-density commercial district area south of Atlantic Avenue for a moderate-density mix of uses and a couple of areas in purple to limit new housing and increase job density. This was followed by Community Board 8 updating their proposal and more outreach during the pandemic. Next slide.

So, building on the community-based planning and demands for a holistic plan as an alternative to individual private applications, in 2022, elected officials, community boards, and stakeholders submitted a letter requesting a neighborhood-wide plan, which the Administration agreed to advance, and we began preparing for outreach. Next slide.

In early 2023, we kicked off engagement. We're proud to partner with the Council Members and an outreach facilitator. From the winter to spring, we held over 20 meetings, three community planning workshops, nine working group meetings on three topic areas, and nine steering committee meetings comprised of a smaller group of stakeholders. Next slide.

Following engagement, we released the AAMUP Community Vision and Priorities Report, summarizing the public outreach and feedback, which included priorities to create and preserve affordable housing, as well as priorities for a mix of uses with density anchored on Atlantic Avenue. The report also introduced a revised land-use framework, which included more mixed-use areas where housing is allowed, in recognition of strong pushback that we



heard to maintain non-residential-only areas. Other priorities included developing a street-wide plan with new open space or improvements for existing parks, as well as supporting businesses and job training while reactivating the Bedford Atlantic Armory. Next slide.

So, building on our outreach and the Community Vision Report, we're excited to advance a neighborhood plan proposal. Next slide.

So, in summary, we're proposing zoning map changes, a special district to go beyond what the underlying zoning can achieve on its own, site-specific opportunities on City- or non-profit-owned sites, and then other opportunities apart from zoning in coordination with agency partners. Specifically, the land-use actions include a zoning map amendment, zoning text amendment, an urban development action area project known as UDAAP, and then acquisition and dispositions of City-owned land, which we'll get into more detail in a moment. Next slide.

So, starting first with the zoning map changes. Next slide.

These changes, as shown above, are generally grouped into five areas. First, the

Atlantic Avenue corridor shown in red, the north-south avenues shown in a darker shade of orange, the mid-block sub-areas which are shown in a lighter orange. Together, these comprise the primary area. And then in yellow are a few residential areas, and purple is the Bedford Atlantic Armory, which are targeted to specific sites. Next slide.

Before I discuss the text amendment, I just want to note... actually, if we can go back to the previous slide for a moment. I apologize. We propose to concentrate the tallest and most dense buildings along Atlantic Avenue, being a 120-foot-wide corridor, while stepping down in height and FAR to the south in the R7D and R6A areas. And then in two non-contiguous areas, we propose zoning map changes to increase opportunities for housing and other community facilities on City-owned lots. Next slide.

So now I'll discuss the zoning text amendments. Next slide.

The special district includes rules to ensure a lively streetscape along Atlantic Avenue and north-south corridors, support a mix of uses with a strong mid-block incentive for job space, and map MIH

wherever residential capacity is being increased.

Next slide.

So along Atlantic Avenue, we're excited to share that the text amendment includes a number of urban design measures, including to set back buildings to effectively create a wider sidewalk, mandate façade articulation for larger buildings, and a public space bonus, which would be the first time we're applying outside of central Brooklyn. Next slide.

As we mentioned earlier, promoting jobs and housing has been a long-standing goal, stemming from the MCROWN planning process led by the community board, which preceded AAMUP. Before we highlight mixed-use strategies from our special district, we wanted to reiterate that the 2018 framework shown in the upper right included non-residential-only areas to balance areas focused on jobs with areas focused on housing. During the 2023 outreach process, we heard strong pushback about keeping these areas non-residential-only and revised the framework, which led to treating both mid-block geography similarly and under a new mixed-use approach. Next slide.

So first, to achieve a mix of uses, we propose to require non-residential ground floors along Atlantic Avenue and other corridors running north to south. Next slide.

And then in the mid-block or M1-2A paired areas with R6A, we're proposing a new innovative tool to incentivize 1.1 FAR, or one to two floors of space for jobs in mixed-use buildings. Together with the ground floor requirement on corridors, we believe we're going above and beyond to either require or incentivize a mix of uses across the entire area, which we estimate will produce 2,800 new jobs. Next.

So lastly, we're taking an extra step to promote a mix of uses by increasing opportunities to safely mix light industrial and residential in the same building or side-by-side, which zoning currently does not permit. Under the proposal, a building seeking to mix these uses can apply for a certification requiring physical design controls to ensure air quality, noise, hazardous materials, and other environmental measures are met. Next slide.

And now I'll pass it over to Sarit to discuss the public sites and affordability goals.

SARIT PLATKIN: Thanks, Jonah. Next slide, please.

So, I'll spend the next few slides discussing public sites that can add more income-restricted units to the AAMUP area beyond mandatory inclusionary housing. HPD is pursuing land-use actions for five public sites, which I'll discuss in more detail. In addition to those sites, during public review, the City collaborated with the Empire State Development Corporation and local elected officials to advance a project at 1024 Fulton Street, a State-owned site. Empire State Development has started public outreach to redevelop the site for affordable housing, which is intended to occur through a general project plan or GPP process. Next slide.

At 542 Dean Street, we seek to facilitate the development of 151 affordable homes for older New Yorkers earning up to 50 percent of the area median income. We will also provide on-site social services, a separate community facility space, and 6,500 square feet of new publicly accessible open space. Next slide.

At 516 Bergen Street, we seek to facilitate an 11-story mixed-use development with 111 affordable homes for families with a majority of units up to 60 percent of the area median income and the remainder up to 80 percent of AMI based on the Extremely Low and Low Income Affordability Program, or ELLA, term sheet. The proposal also includes a 5,000-square-foot multi-purpose community center and 23 replacement parking spaces in the cellar for HPD to continue storing inspection vehicles on site. An urban development action area plan is proposed to facilitate both projects along with an acquisition action for the Bergen Street project to allow HPD to keep a portion of the site for vehicles in the cellar. Next slide.

At 1134 Pacific Street, HPD is working with the non-profit Acacia Network to develop an 11-story mixed-use building with 119 affordable homes using the ELLA term sheet as well to reach lower-income New Yorkers. To facilitate the proposal, AAMUP included acquisition and Article XI disposition actions to allow HPD to remove a previously approved deed restriction from a previously approved UDAAP. HPD would momentarily reacquire the site and transfer

the property back to Acacia Network to build this affordable housing proposal. Next slide.

At 1110 Atlantic Avenue, there is an approximately 26,000-square-foot site owned by the City and leased to the New York City Transit Authority for a cable repair shop and storage space. The City is proposing an acquisition and disposition action for the site to allow for future redevelopment. Next slide.

At 457 Nostrand Avenue, we continue to evaluate infill development of up to 240 homes on a property owned by New York City Public Schools with an adult learning center and a large surface parking lot. We are considering infill with affordable housing and community facility space for New York City Public Schools on the parking lot. To facilitate a future redevelopment, we're proposing an Article XI disposition of City-owned property, which is also coming before City Council. Next slide, please.

Preserving affordability and preventing displacement and harassment are major goals of the AAMUP plan. Here, we want to highlight some key tenant protection initiatives. The first is Partners in Preservation, HPD's new anti-displacement program,

which funds local Central Brooklyn community-based organizations to combat landlord harassment and support tenant organizing and coalition building in rent-regulated and at-risk buildings. This is a 3-million-dollar, three-year commitment that began in fall of 2024. There has also been a big call for legal services to hold landlords accountable. The Anti-Harassment Tenant Protection Program, or AHTP, has 7 million dollars of restored legal services funding to address housing violations, harassment, eviction proceedings, and affirmative cases. In addition to AHTP, we're also exploring additional opportunities for legal services. And finally, we've partnered with Council Members Hudson and Ossé, as well as local community-based organizations, to hold a six-part series of in-person housing classes and resource fairs tailored to community priorities heard during the AAMUP public engagement, such as how to apply for New York City Housing Connect, tenants' rights, and what to expect in housing court. This series starts this Friday, and we look forward to this partnership. Next slide, please.

So finally, preventing displacement of low-income homeowners at risk of deed theft and scams



has been another key goal of the AAMUP plan. The key strategies here are the city's renewed commitment to the Citywide Homeowner Helpdesk, a 9.85-million-dollar investment in a one-stop shop for homeowners that are facing foreclosure, tax liens, deed theft, and other financial and legal challenges. Four local community-based organizations in the AAMUP area have received funding to provide these services to local homeowners. We also recently relaunched the HomeFix 2.0 program that offers low or no-interest home repair loans for up to 450 households per year. And lastly, we hold events and classes for homeowners, and as part of the upcoming Spring 2025 series that was mentioned earlier, we'll have a class about deed theft as well as a class about navigating homeownership. I'll turn it back to Alex.

ALEX SOMMER: Thank you, Sarit. Next slide, please.

So, while we continue to discuss infrastructure and capital planning commitments during the remainder of ULURP, I'd like to note we've already made some large initial investments, including funding a 24-million-dollar renovation of the three-acre St. Andrews Playground, and DOT is

currently undertaking street improvement projects known as SIPs to improve safety at key intersections in and around the study area.

So, in conclusion, AAMUP is an incredibly important and transformative proposal that will help create 4,600 new homes, including more than 1,400 income-restricted and rent-regulated homes, and enough space for 2,800 new jobs across commercial, community facility, and industrial sectors. Beyond our early commitments in housing resource events, parks, and street safety, this project will also direct additional capital and infrastructure investments to meet the additional goals outlined by the community during the years of public engagement. Next slide, please.

So with that, we are thrilled to meet this milestone and happy to take any questions you may have. Thank you.

CHAIRPERSON RILEY: Thank you. I'm just going to answer a few questions before I turn over to Council Members Hudson and Ossé and see if any other Members of the Subcommittee have any questions.

So, the top priority I've heard from community and Council Members for this plan is to

increase the amount of deeply affordable housing. The proposal identifies several public sites for 100 percent affordable housing developments. How confident is the Administration that these sites will be developed with 100 percent affordable housing while also accommodating the needs of the agencies currently using this site?

ALEX SOMMER: Thank you for that question. I'll pass it over to Sarit from HPD.

SARIT PLATKIN: Thank you so much for that question, Chair Riley. So, to just jump in, quickly recapping, we mentioned this multiple times. Of the 4,600 units or new homes, 1,400 were expecting to be affordable. Of course, the best tool that we have to create affordable housing in this area is mandatory inclusionary housing on private sites. We are looking very closely at public sites as well. We already discussed the three public sites that we currently have full plans for. Those are 542 Dean Street, 516 Bergen Street, and 1134 Pacific Street, which will total to 381 units. Beyond those sites, we are looking very closely at additional sites, including the ones that we mentioned we have additional land use actions for. Just to go through those quickly, we

have 457 Nostrand, which is a site that is owned by the New York City Public Schools, and there is a large surface parking lot that we're looking to redevelop there. That's an ongoing conversation that we've been proactively discussing with New York City Public Schools that could potentially result in up to 240 homes. There's an Article XI disposition coming to the City Council around that, so the City is really taking a proactive stance there. We're also taking a proactive stance around 1110 Atlantic Avenue, an MTA-leased City-owned site where there could be redevelopment of a cable shop site. And then, of course, 1024 Fulton, which is an Empire State Development-owned site that could result in over 100 new affordable homes that the State has recently released an RFP for.

I think kind of taking those one at a time, talking about how confident we are in 100 percent affordability, the Article XI disposition for 457 Nostrand specifically is for a 100 percent affordable project that HPD would advance. Of course, the project at Empire State Development, 1024 Fulton, is also for a 100 percent affordable project... (CROSS-TALK)

CHAIRPERSON RILEY: Is there a timeline on construction on these sites?

SARIT PLATKIN: So, I think as far as timeline is for construction, we, of course, would want to move these forward as quickly as possible. We're taking the first steps now through the land-use actions. After the land-use actions through the study, the next step would be requests for proposals. So, requests for proposal would be, of course, seeking a developer. There would also potentially be additional public engagement to really fine-tune and develop the more detailed programming for the site. We have high-level goals, but we would really want to work more closely with the local Council Members and community to make sure we're, you know, developing the right, you know, ground-floor programming, affordability mix, etc.

CHAIRPERSON RILEY: Thank you. The Borough President expressed concerns in his recommendation about the displacement of industrial and manufacturing businesses in this area after the rezoning. Are there any incentives that the Administration is proposing to maintain these types of businesses and jobs?

ALEX SOMMER: So, I'll take the first part of that question. I'll pass it over to you, Jonah, to clarify. So that's right. I want to acknowledge the environmental review did identify some potential displacement of existing businesses in the area. I want to note that the purpose of the environmental review is to identify the most conservative but reasonable assumptions for us to analyze this. Just noting, so for example, it's really a snapshot in time. We've gone through at least 20 percent of the businesses that were identified to be potentially displaced we think have either already relocated or the ownerships of those businesses have said they have no intention of leaving so we think that's a relatively even lower number. I do want to note that in the FEIS we identified actually a growth of net jobs and a growth of net businesses as well. About 820,000 square feet of new job space for commercial community facility and industrial to about 2,800 new jobs. So that in of itself, the zoning would produce three times more jobs than currently exist within the study area today. But to the point about risk of displacement of existing businesses and also very importantly how we attract local businesses and M/WBE

owners to come to the new rezoned area that has all this new space being created, we are working with small business services to identify both existing programs and ones that were outlined in the community priorities report.

CHAIRPERSON RILEY: Are you providing relocation assistance?

ALEX SOMMER: So, we're working with SBS. We're identifying lessons learned in places like Jerome and Gowanus where we have kind of found some kind of miscues in how we've been able to allocate those resources to businesses that are most in need. So, for example, ensuring that they're not going to like a gas station, like a corporate gas station or something, so we're trying to work through with SBS on how to update those tools and focusing on like relocation assistance.

CHAIRPERSON RILEY: Typically do businesses take advantage of the relocation services that you guys asked for from past rezoning plans?

ALEX SOMMER: It's very difficult. There's a lot of restrictions on who and how they can access that, and so we've, over the last two neighborhood studies, I think we've identified some pitfalls with

that program and that's what we're trying to readjust through this.

CHAIRPERSON RILEY: Okay.

ALEX SOMMER: Yeah.

CHAIRPERSON RILEY: Love to hear more about that.

The environmental review identifies significant impacts to open space and this neighborhood already lacks parks. You have proposed a floor area bonus to encourage new publicly accessible open space. How many sites do you project will use this bonus and how much open space do you think they will create?

ALEX SOMMER: So, yeah, this is actually a really innovative tool. We've applied the public plaza bonus primarily in traditional central business districts so this is really our first attempt to apply it to a more residential or mixed-use neighborhood. So, we're really only applying it to the Atlantic Avenue corridor at this point in time. A similar bonus incentive, it's a 20 percent increase in floor area and it can only apply to large sites over 25,000 square feet or larger. In exchange for that bonus, the property owner has to meet certain



design requirements related to greening and planting, seating, lighting, and permanent maintenance and operations agreements so that the space is functional and accessible in perpetuity. I don't know, Jonah, if you have information on how many sites we've identified that would take advantage of that or is that something we can get back to Chair on?

JONAH ROGOFF: We can get back to you to confirm, but I believe it's a smaller number. It's roughly six to eight. And I just want to clarify too that it this would only apply along Atlantic Avenue within the R9A areas so it's a relatively small set of properties, but we can we can confirm the exact number.

CHAIRPERSON RILEY: Okay. Is there any plan on pushing for an increase of open space in this area? I mean I'm not from Brooklyn, but my wife is. I'm very familiar with this area, and it's very dangerous over there and it's very dark over there so I think allowing open space over there will be very beneficial if you're trying to increase density in the area as well. I'm pretty sure the Council Members are going to be advocating for that as well so just want to highlight if there's any way to push for more

open space in the area, I think we should be creative and try to figure out those ways.

ALEX SOMMER: Absolutely and agree, and we're working on that with Parks and DOT as well as expansion of the Schoolyards to Playgrounds Program.

CHAIRPERSON RILEY: Thank you. That goes into my next question. What are the commitments and timelines for renovation and expansion of existing parks and open space in the area?

ALEX SOMMER: So, I'll provide a high-level discussion about the commitments, and if you want to talk more about the park improvements and DOT plazas.

So, as part of this process, and one of the one of the benefits of doing this neighborhood holistic planning approach is that we get to work very closely with our sister agencies, our partner agencies. Where we can't identify new open spaces, we'll work with Parks and DOT to identify places that need significant improvements or renovations and add things like restrooms or stormwater improvements, new playground and play equipment, as well as expansions of places where we can take some either street back or property like with the public plaza program. So,

right now, we've taken all of the community engagement priorities report, identified a list of plazas and parks that the community has identified as priorities, and we're going through them right now with our sister agencies and, over the next couple of weeks through the remainder of ULURP, we'll start working through allocating funds to those through the through the eventual points of agreement.

CHAIRPERSON RILEY: Thank you.

ALEX SOMMER: Jonah do you have anything you want to add to that?

JONAH ROGOFF: I'll just say we look forward to working with the Council Members as we kind of flesh out their priorities for parks. I think we already know from hearing from the community that there are certain parks within the area like John Hancock Playground, Potomac Playground, Dean Playground that are high priorities, and so we're taking a close look at what are these specific improvements for those parks, as well as kind of all the all the others. And then I'll just reiterate too we're excited about the 24-million-dollar investment in St. Andrews Playground which is one of the largest

parks within the area that serve both Crown Heights and Bed-Stuy.

CHAIRPERSON RILEY: Okay. Thank you. I'm going to yield my time. I'm going to first start with Council Member Hudson then we'll be followed by Council Member Ossé.

COUNCIL MEMBER HUDSON: Thank you so much. As the Chair noted with his earlier question, affordable housing is a top priority for the neighborhood and one that Council Member Ossé and I both share. City-sponsored development of affordable housing on public land is the key tool we have to increase the amount of affordable housing in this plan. The Council and community stakeholders including CB8 have identified numerous City-owned sites such as school parking lots that could be ideal for redevelopment with both affordable housing and expanded City services like school space. Yet right now, the Administration is only committing to affordable development on three public sites with less than 400 units in total. These commitments are lacking despite the Mayor's recent Executive Order 43 demanding that City agencies help address the housing crisis and review their properties to identify City-

owned sites for affordable development. How are DCP and HPD working with the Administration, DOE, MTA, and any other agencies to unlock additional public sites for affordable housing? I know you've already addressed the ones that you're already working with, but can you just talk a little bit about other sites including 510 Claremont Avenue?

SARIT PLATKIN: Absolutely, and thank you for that question, Council Member. So, yeah, building on what we discussed earlier, of course, the three are already committed sites. We discussed 457 Nostrand where we're advancing an Article XI for up to 240 homes on the large surface parking lot at the Brooklyn Adult Learning Center so that is, you know, concretely moving forward, as well as 1024 Fulton which just released an RFP and is concretely, you know, moving forward. 1110 Atlantic Avenue, which is leased by the New York City Transit Authority, is another site where we've been working closely with our partners at the State to advance redevelopment plans and really kind of think through what would be possible. That's why we have a land use action in the rezoning plan for the site. We are taking those

concrete steps and, you know, hoping to flesh out that vision.

COUNCIL MEMBER HUDSON: Let me just rephrase. Those are all sites that you're already working on that you've mentioned in your testimony. I'm asking about additional sites that have been identified as City-owned property that have not yet been committed to by the Administration. Can you share details on where things are with those?

SARIT PLATKIN: Absolutely. So, I think you mentioned 510 Claremont before. Happy to discuss that. So,, you know, this is a site that, of course, the Council, you and Council Member Ossé, have expressed, you know, strong interest in seeing redeveloped. In response to that request, we included that site in the environmental impact statement to analyze feasibility, which would allow us to streamline that site for future redevelopment. So, we've been, you know, proactively taking those steps. It's not being rezoned, but that does clear the way for potential future redevelopment. I think in addition to that would, you know, note that we are working with New York City Public Schools. This is, you know, a large site. It also has a sensitive

population. Given those factors, it's much more challenging and more complex to plan for redevelopment than some of the other sites that we mentioned before. That means that it's taking kind of a more deliberate approach, but we are taking those steps working with New York City Public Schools to, you know, assess the feasibility of relocation here as well as with SCA. So, we're assessing the feasibility of relocation that's kind of like the primary focus right now and then also look forward to the engagement that I know you all have been doing with New York City Public Schools and, you know, the public outreach that's planned to really make sure that we are sharing a vision with public stake, you know, public stakeholders, local communities, and understand how local residents think that this might affect them as well.

COUNCIL MEMBER HUDSON: Thank you for that. I do want to just state for the record Council Member Ossé and I have been very clear that we are interested in in collaboration and partnering with the Administration on redeveloping these sites. We have no interest in adversely impacting sensitive, you know, communities within the Department of

Education, but I do think if we can work together to find a way to mitigate those impacts and build more affordable housing, particularly including for the families whose students might be attending those schools, then that's certainly a goal that I think we all share.

And so can you just share what feasibility of location means and what that looks like and what are those steps specifically that you're taking?

SARIT PLATKIN: Yeah. So, thanks for that question asking a little bit more about that. Essentially as noted that this is a very large site, you know, has active uses on site. Potentially relocating those uses from the site could, you know, be challenging. We're looking for alternate sites for those school facility uses in the nearby area. That could mean locating them on another City-owned site. It could mean acquiring a site. All of this requires a lot of time and due diligence and potentially cost, and there's a lot to assess to kind of consider the overall, you know, project scope and timeline.

ALEX SOMMER: And if I could just add to that? We're working closely with the Administration



to look through those sites and helping identify physical constraints and needs so, for example, can it be co-located, what are the loading and access needs, are there geographical constraints to relocating within the neighborhood, and those are all part of the considerations of any potential relocation. We've heard that there may be concerns about creating swing space, so would it have to be permanent relocation? Those are the types of things that we're working through and exactly like you said we want to be as collaborative as possible for identifying the site for affordable housing.

COUNCIL MEMBER HUDSON: Thank you. And I do want to also note there's a parking lot adjacent to the school so hopefully you're also exploring opportunities to potentially build maybe just on the parking lot and not also in the school facility should that be of particular concern.

Can you share some of the restraints on these public sites that have so far made it difficult to make the commitments? Is there anything outside of, you know, outside of this location, number one, and then, number two, outside of the specific constraints regarding this sensitive school

population, are there other constraints that have made it difficult to make the commitments to building on these sites?

SARIT PLATKIN: Yeah. I think, you know, we've discussed the constraints. I think the constraints that were just mentioned around the populations around the site constraints just, you know, the large scale here that, you know, this essentially would be a long-term process to assess where these uses would go and how. I think that's really the primary constraint.

COUNCIL MEMBER HUDSON: Thank you. And then Community Board 8 asked for an MIH option that would provide more and deeper affordable housing than the current MIH options. Is it possible to adjust MIH in the context of neighborhood rezonings?

ALEX SOMMER: It's a great question and one we've heard regularly. I do want to note that the recent City of Yes for Housing Opportunity did just modify the MIH options to allow for a standalone. Basically, the lowest AMI iteration of MIH which is now available, if the City Council decides to modify the MIH options we have available, and this would really target the lowest AMIs available on a mixed

income site. Jonah, I don't know if you want to add to the AMI thought process there.

JONAH ROGOFF: I would just add that we definitely recognize the challenges that you've expressed around displacement of Black population and tailoring the AMIs and, you know, if the Council decides that a 40 percent AMI is the most appropriate option, you know, we follow your lead. I would just say with respect MIH being adjusted on a local level, my understanding is that it requires a citywide analysis and research to kind of customize MIH, and that's part of the legal underpinning for the program so, unfortunately, I don't believe we can adjust it on a local level, but we would definitely be willing to work with the Council and, as Sarit noted, on maximizing affordable housing and increasing the depth on public sites.

COUNCIL MEMBER HUDSON: Thank you. We must create as much new affordable housing as possible but also preserve what already exists. How is HPD proposing to expand programs that help preserve existing affordable housing and assist tenants and homeowners threatened by displacement and predatory practices?

SARIT PLATKIN: Thank you for that question, Council Member. This has been, you know, a primary focus of ours, not just through the planning process but also, of course, now as we are developing strategies and commitments. You may recall that during the planning process this was, of course, the key theme that we heard and also something that we had a dedicated public workshop on, specifically around preservation anti-displacement because we wanted to understand from AAMUP residents what the gaps were and what we should be focused on. With all that feedback that we received, we've developed really kind of a multi-pronged approach. The first is locating the Partners in Preservation Program here, which was launched in fall of 2024 which is a program that funds local community-based organizations to do community organizing, tenant organizing. It does know your rights education as well as canvassing in the local community and also connects folks to legal services, so that's a 3-million-dollar commitment over the next three years. We think that's our strongest tool to really kind of keep AAMUP residents in their homes. Beyond that, we, of course, have our education tools which we've discussed. We have, you

know, a six-part series coming up. And then another key piece is really legal services. We've heard a strong call from the community around that. We're excited to share that the Anti-Harassment Tenant Protection Program has been restored. and we're also looking at additional opportunities to cite kind of more robust legal services in the area and exploring the feasibility of that right now.

COUNCIL MEMBER HUDSON: Thank you. Moving on to streetscape improvements. Atlantic Avenue is currently a dangerous highway that divides our communities. Throughout the process, we've heard loud and clear that the community seeks a safer Atlantic Avenue. And I'll note that this is the only stretch of Atlantic Avenue with six travel lanes. To the east and west, there are four travel lanes. Can the Administration commit to a fully funded redesign of Atlantic Avenue upon the completion of a DOT study?

ALEX SOMMER: So, thank you for that question. We have a DOT representative here, Dash Henley. Would now be an appropriate time to do a Q and A? Okay.

COMMITTEE COUNSEL VIDAL: Yes. Dash, you can please come up to the dais, and I'll just swear you in.

Hello. Could you please raise your right hand and state your name for the record?

DASH HENLEY: Dash Henley, DOT.

COMMITTEE COUNSEL VIDAL: Do you swear to tell the truth and nothing but the truth in your testimony today and in response to Council Member questions?

DASH HENLEY: Yes.

COMMITTEE COUNSEL VIDAL: Thank you.

COUNCIL MEMBER HUDSON: Okay. Happy to repeat. Should I?

DASH HENLEY: No, I think that's fine. I think, you know, DOT is committed to looking at this as a whole corridor, and we're committed to, you know, working with you, DCP to figuring out what we can do on this corridor and agree that, you know, this is a Vision Zero priority area. It's a senior safety area. We're looking at doing limited SIP, street improvement project, this year at select locations to improve those locations in terms of safety and then taking a look, you know, with the

funded traffic study and seeing what those options are for redesign after this rezoning.

COUNCIL MEMBER HUDSON: Does the funded traffic study include a fully funded redesign of Atlantic Avenue upon the completion of said study?

DASH HENLEY: I defer to Alex and Jonah on how that would be structured. The study would be separate though. So, the study would come first and then whatever funding there would be for a project would be separate and after that.

ALEX SOMMER: Thanks. I'll add to that. So that's right, as Dash mentioned, the study would be part of a post rezoning scenario, and then the outcomes of that study would identify the amount of changes that could be accommodated through traffic flow and public realm and redesign and the geographies of those changes. We would be working with you I think over the next couple of weeks to identify different scenarios as part of that and think through what can be committed to as part of the points of agreement.

COUNCIL MEMBER HUDSON: Okay. So, is it safe to say there will be money to fully fund a

redesign of Atlantic Avenue given all of that? I'm just kind of looking for a yes or no.

ALEX SOMMER: Yeah. And I want to note that fully fund, we don't know yet what the extent of those improvements could be so I don't want to commit to fully fund, but part of the agreement at the end of this process will be to identify how much money can be allocated to improvements, not just the study but implementation, but I don't want to yet say fully fund because we don't know east, west, north, south and all of the other things.

COUNCIL MEMBER HUDSON: Okay. That was a decent answer.

ALEX SOMMER: Sorry.

COUNCIL MEMBER HUDSON: I'll take it. It's okay, it's okay. You're doing your job and I'm doing mine, so we're, you know, meeting somewhere in the middle.

What would a timeline for a redesign look like and are we able to commit to a timeline?

ALEX SOMMER: Pass it over to Dash as well.

DASH HENLEY: That depends on a few factors I think, you know, depending on the timing of



the funding of the study itself. The study would probably be about 18 months looking at, you know, the traffic in the corridor potential, you know, everything that's going on there, taking into account community needs, the nature of Atlantic Avenue as a truck route, you know, all of those issues, Long Island Railroad underneath their infrastructure, you know, taking into account all of that. You know, that would follow by, you know, design and transferring it over to DDC and construction so the timeline, and we can figure out more details over the coming weeks, but it could be anywhere from, you know, seven to ten years for to be the fully..

COUNCIL MEMBER HUDSON: Okay. You went from 18 months to seven to ten years.

DASH HENLEY: The 18 months would be the traffic...

COUNCIL MEMBER HUDSON: The study?

DASH HENLEY: Yeah.

COUNCIL MEMBER HUDSON: Okay. Seven to ten years is like a bit ridiculous. I mean like is there any way to expedite that? Is that a standard timeline for a redesign of this scope. Let me start there.

DASH HENLEY: It depends on the nature of the scope because we don't really have a fully, you know, agreed upon geographic area or anything like that, so it depends anywhere between six and ten years for a large-scale capital project.

COUNCIL MEMBER HUDSON: So just to be clear, that is standard.

DASH HENLEY: Yes.

COUNCIL MEMBER HUDSON: Six to ten years for a large-scale capital project.

DASH HENLEY: But I will say that, you know, it's just one of the components that we're looking at as part of commitments to this rezoning. You know, we're looking at improvements like we had discussed separately for short-term projects that we can do with existing resources that wouldn't require capital dollars. So, the traffic study would inform those projects, but we're looking at advancing projects sooner such as Underhill and Lowry Plaza which is already in the works with construction expected to be in 2027. We're also looking at options that we can do to improve Bergen, Dean, some of the streets south of Atlantic on a quicker timeline.

COUNCIL MEMBER HUDSON: Okay.

DASH HENLEY: So, our general thinking is that we'll have a series of projects both in-house and capital that will be staggered over the next decade.

COUNCIL MEMBER HUDSON: Okay. Let me just ask City Planning this question. With a rezoning like this one, what is your estimated timeline, and I know it's just speculative, what is your estimated timeline for when some of the first housing might be built.

ALEX SOMMER: It's a great question. So, for the purposes of our environmental review, we generally estimate 10 to 15 years for a conservative build-out. I will note in full disclosure, right, that it is somewhat dependent on sometimes, for example, 421-A deadlines, right, so Gowanus, we saw construction happen faster because people were trying to get in the ground quicker to meet those deadlines but, with 485-X, I think developers are still trying to feel out what the implications are so I think a fair conservative estimate is we will likely see development start immediately after a rezoning, but all those sites will not be developed. They will be developed over a course of like 10 to 15 years.

COUNCIL MEMBER HUDSON: Okay. So, I guess according to that a 7 to 10- or 6 to 10-year timeline for the streets would potentially be in line with housing development, although I would argue, you know, nothing should take quite that long, especially this isn't like the entirety of Atlantic Avenue. This is just a very, relatively small, I wouldn't say very, but a relatively small corridor, and it is important obviously for us to take into account the timeline for potential housing development. If we're building the units and the people are coming but we're not investing in the infrastructure until years after that, then it sort of doesn't really make sense.

Are there similar street redesigns from the past that we can draw parallels from in your opinion?

DASH HENLEY: We have been looking at a little bit right now, but I think the traffic study is really going to inform some of that and some of those comparisons. You know, I know we've have been looking at examples such as 4th Avenue, Queens Boulevard, that sort of thing where there are parallels in terms of large corridors, changes in

land use, truck routes, that sort of thing to, you know, sort of have those similarities, and I think something, if I can just add in response to that and the previous question, is that, you know, we understand the timelines for some of these projects and, you know, don't exactly align but what we have been doing and can continue to do is work individually with developers, if we know what's coming online and we can give advice and work on their builders pavement plans and see what they can put in at least in the meantime to help the public realm so that's something we're going to be working on shortly with the developers of 880 Atlantic and 1034 Atlantic to try to see what we can do in the interim because we know those developments are within the study area but they're coming online quicker so we're trying to see what we can do, and we'll do that with any of the future developments too.

COUNCIL MEMBER HUDSON: Great. And just to be clear, that would be aligned with whatever the future plans might be?

DASH HENLEY: As much as possible, yeah. Basically trying to see what good can we do now with any future plans in mind.

COUNCIL MEMBER HUDSON: Great. Thank you.

The special district text currently proposes a zoning incentive for mixed-use buildings in the mid-blocks south of Atlantic Avenue. However, this incentive would allow nearly any kind of non-residential space including retail and office space. Community Board 8 has clearly asked for many years for a more targeted incentive to help maintain space for the kinds of light industrial and arts businesses that currently exist in the M zone, similar to how DCP designed such an incentive in the Gowanus Neighborhood Plan. Considering how clear this community input has been, why did DCP not design the AAMUP incentive to be more like the Gowanus mix incentive? Does community input really matter to DCP?

ALEX SOMMER: Thank you for that question, and I completely concur. Community Board 8 in particular has been nothing but clear on their request for something akin to the Gowanus mix which is an arts industrial incentive tool. I want to note the Department of City Planning fully supports the goal of creating and maintaining a mixed-use neighborhood as part of the AAMUP, and I'd like to briefly walk through some of the thought process on

the policy decision making here because, through the decade of planning, we've actually gone back and forth on different tools so I just want to highlight some of that and then I'll pass it over to Jonah to explain how the existing mechanisms are intended to work.

So, the area has been zoned for M1 use since 1961. It allows the full gamut of uses today, retail, community facility, industrial, but even under that situation there has been limited new development even of retail and community facility. One of the impetuses for engaging with the Department originally in 2013 was because there was a significant number of vacancies, and so that goes into our thinking about like existing market conditions. Fast forward to 2017, 2018, we actually undertook a citywide study and used Crown Heights neighborhood here as a test case. We published a report. It's online, our website. It's called Can Industrial Mixed-Use Buildings Work. This informed the application of using zoning to enforce new mixed industrial or residential or industrial office development. When we looked at the Crown Heights area, there was a couple of things that popped out in

the report. First off, the Can Industrial Mixed-Use report identified it's really important to have large sites, so 20,000 square foot or larger with multiple street frontages so like two to three street frontages and kind of an existing market of non-residential uses. This is important because when you're combining industrial uses with residential, you really need to separate lobbies and cores for residents, you need to add additional environmental protections. The multiple street frontages are important because you want to have loading on one side, the residential lobby on the other. You don't want somebody with a baby stroller crossing a loading bay, and the sites in AAMUP including on the interior midblocks are generally small, irregular, they maybe only have one or two frontages so we had concerns about requiring that type of mixed use on the midblocks. That was why in 2018 our land use framework actually split kind of the baby. We had MX and residential allowances in the western midblocks and M uses only in the eastern blocks where there was a little bit more activity with like 1000 Dean, GMDC, and other kind of like loft style buildings. And actually, just to compare to Gowanus, that was



actually the same approach we took in Gowanus with upland midblocks that were smaller in size. We mapped those as M only areas. Recognizing that along the waterfront for very large sites, we did include a mix of uses with that Gowanus mix incentive program.

During the outreach during 2022 and 2023, we heard a lot of pushback for having an M only area, and so we redefined the zoning land use framework and the tools again, and that's the proposal now before you at the City Council. We created kind of three new tools, and I'll let Jonah explain them in detail, but the first is a non-residential requirement on avenues, and the idea there is to kind of soak up demand for retail and community facility. Those uses really want to be on active avenues and corridors. The second is this new incentive tool which actually provides more incentive floor area than was proposed in Gowanus. And then just recently the City Planning Commission modified the text to actually allow for the first time as-of-right, there's a ministerial certification, but there's a pathway for an as-of-right development to include manufacturing uses in residential. We didn't have this tool before. We worked with our sister agencies. It was heavily

informed by Greenpoint Manufacturing Design Center.

This is something that they've asked for based on lessons learned with their Brownsville project. And we think the combination of these tools will actually achieve the goals outlined by the Community Board but in a different set of mechanisms than the Gowanus mix. And, Jonah, do you want to explain the minutia of the two zoning tools?

JONAH ROGOFF: Sure. Thanks. I think Alex covered a good chunk of that. I would say so with respect to first the tool to require non-residential uses on the ground floor. That's really focused on the corridors and applies to the frontages of those buildings pretty uniformly so any new development would have to provide non-residential on the ground floor (INAUDIBLE) a number of streetscape requirements like for glazing and transparency and virtually do that across the entire frontage with the exception of residential lobbies and parking access, which we're also trying to reduce. We largely think that that's a really important tool to kind of concentrate retail uses along the corridors. And then in the mid-blocks where we don't expect as much retail and we expect more of a broader mix of uses

from offices, light industrial, community facilities, which is kind of consistent with what we see today already, we're proposing and excited to propose an incentive tool, as Alex said, that would provide 1.1 FAR which roughly equates to about one to two floors of space only if you're building a mixed-use building, and so that's a new tool. It goes above what we did in Gowanus, which was limited to 0.4 or 0.6 FAR, and we think that's a really strong incentive to support a mix of uses. Like I said, I think, you know, they're pretty established retail corridors in Crown Heights and Prospect Heights and Bed-Stuy along Fulton Street so we strongly believe that retail will continue to kind of concentrate on those corridors, while in the mid-blocks where we're proposing this use incentive will have a greater variety of uses. And I just want to emphasize too that this is really an effort that we're trying to promote or require a mix of uses across the area. And then lastly, I'll just say with respect to the tool for mixing light industrial with residential, a high priority for us has been first to understand the safety environmental issues with that, even for smaller scale production or light industrial uses.

They produce certain like air quality issues or they need certain types of ventilation, and so working with other agencies like Department of Buildings, Department of Environmental Protection, Office of Environmental Remediation, I know it's a bit of an alphabet soup, but I just want to emphasize that safety has been a foremost goal for us, and so we're excited to advance that first by creating this pathway to even allow these uses to safely mix through this certification process which ensures that, if you were to mix these uses, that the owners are providing a clear site plan, that they're separating these uses effectively and safely, and so that's kind of what we're looking at. I just want to echo what Alex said that we understand this has been a top priority for the Community Board for many years, and I think we look forward to continue discussing with the Council.

COUNCIL MEMBER HUDSON: Yeah. I mean I see this sort of as a differing policy perspective, I suppose, and the only way to ensure we get the types of businesses that we're looking for is to restrict use. If you're simply incentivizing it and you're allowing, you know, a greater category of uses, then

you could get those other categories of uses, and I think, you know, to your point there are already strong successful retail corridors in the area, and what we're really looking for here is light industrial and art space specifically. As you mentioned, it's a top priority of Community Board 8, and creating a zoning incentive for such space is actually the first listed recommendation in their ULURP submission. If it's out of scope to narrow the incentive you've proposed, what is the Administration proposing as an alternative strategy because as I said in my opening statement, this is a red line for me.

ALEX SOMMER: And totally understand. And I think we we've heard loud and clearly that it needs to go above and beyond what's currently proposed so we're working internally with our Counsel's Office and Zoning Division, our Economic Development Division, and our partner agencies to understand how to move forward over the next couple of weeks on tweaking this tool further to meet somewhere where we can get across the finish line on ensuring that there's this mix of uses.

COUNCIL MEMBER HUDSON: Okay. I look forward to continuing the conversation.

Given that this proposal could result in tens of thousands of square feet in new office retail and other commercial space, how does the Administration propose to support these businesses and ensure that local workers can benefit from these opportunities?

ALEX SOMMER: So, it's a great question. We are working very, very closely with Small Business Services, not only on what I was mentioning before about potential relocation assistance but also importantly supporting small businesses from the area to relocate into all of this new space. So, we're working with them. They've identified things like in support of lease renewals and lease negotiation support. They've identified some points of contact within the agency that will be added to this process and then, really importantly, SBS works very closely with local organizations, and so we're working with SBS to identify what programs currently work that can be beefed up or modified and what needs to be added through this process to really get the growth that's going to come out of this plan to provide access and

equity to the residents that have lived there long before the rezoning and wanted to open up small businesses in all these new spaces.

COUNCIL MEMBER HUDSON: Thank you. And then this is my last question, and I appreciate everyone's patience. The Bedford Atlantic Armory is an enormous City-owned property sitting right in the middle of this rezoning area. A portion of it is used for an important and needed shelter, but large parts of the building are underutilized. How does the Administration propose activating the space for greater public benefit.

ALEX SOMMER: No. This is a really interesting site. It provides a huge opportunity for the neighborhood. We know it came out during the community engagement process and was in the Community Board's recommendations to re-evaluate the site. So, we've been working closely with DHS to understand the current needs that they have. Obviously, and as you mentioned, this is a really important facility for them. It's very difficult to relocate, and so we've been trying to understand some of the existing physical considerations with the facility and we're looking at what needs to be studied basically in

order to move forward with that site. We know that armory renovation costs can be significant but, first, we need to understand what are the physical constraints of that site, can you do swing space within that facility, and that will allow us to understand what kind of jobs or workforce or economic development activities can and should be located in that building.

COUNCIL MEMBER HUDSON: Great. Thank you so much.

CHAIRPERSON RILEY: Thank you, Council Member Hudson. Council Member Ossé.

COUNCIL MEMBER OSSE: Thank you so much, Chair Riley.

I would also like to echo many of Council Member Hudson's statements as well as some of my remarks in the beginning, but I would like to, you know, emphasize the importance of adding more public sites for 100 percent affordable housing development. Census data clearly shows that the 35th and 36th Council Districts have the most acute displacement pressures anywhere in the city, and I know that that was shared from the Council Member's questions.



The Mayor's Executive Order 43 signed on August 2024 orders all relevant City agencies to identify potential public sites for affordable housing development. I know Council Member Hudson spoke about the DOE site on Claremont, but what other sites have been identified so far as viable public sites for development in the AAMUP area?

SARIT PLATKIN: Thank you for that question. So, I think, you know, from what we've discussed, you know, three committed sites in the plan right now, three additional sites that we are seriously exploring, as well as Claremont. Those are essentially seven public sites that would supplement the affordable housing that is income restricted that would be provided through mandatory inclusionary housing. So, those have really been the focus. As you heard, there is a lot of engagement with relevant agencies, City and State, that the Administration has been focused on during this time and, as we shared also, kind of feeling confident that those are moving forward. I think beyond, and that's in the AAMUP context, that has been the focus. I think beyond the AAMUP context, there is, of course, citywide efforts related to that executive order that the

Administration is undertaking where additional sites could be identified, but these are the sites that we've really been prioritizing in this immediate area through this process.

COUNCIL MEMBER OSSÉ: Thank you for that.

But considering all this energy and consensus around building housing on public sites, why has it been so difficult to actually implement and commit to additional sites here in the AAMUP plan? I understand that there are, you know, several agencies that are involved in this. I know in my District, we are advocating for there to be housing development built on a parking lot, right, and I know that the school's a sensitive area but, you know, a parking lot is a parking lot. I just want to get some more clarity in terms of why it has been so difficult to commit to some of these additional sites.

SARIT PLATKIN: Yeah. You know, that's a really good question. I guess I might reframe that a little bit. I don't know that I would say that it's so difficult as much as like there are many components and many pieces that we're trying to assess and get so, you know, on all these sites, you know, you just mentioned this yourself, there are

existing uses, existing jobs, existing livelihoods that we are accounting for and trying to potentially relocate. In the case of a site like Claremont, of course, sensitive existing uses on site, and so we're assessing all of that and we're like I said, you know, these are long-term processes and we're trying to get it right.

COUNCIL MEMBER OSSÉ: And to just follow up on the answer, and I appreciate the response, but how is the Admin planning to overcome those challenges like the existing use?

SARIT PLATKIN: Understood. Yeah. I think working really hard to partner with our, you know, partner agencies at the City and State level and, you know, trying to get aligned and get on the same page. We are looking, you know, especially in the coming month as this process concludes looking to get additional clarity and look forward to continuing the conversation.

COUNCIL MEMBER OSSÉ: Yeah. But what does that look like? Are you guys meeting consistently and what are the pushbacks. I just want some more transparency in terms of how those conversations are

going because we've been advocating for these projects for some time now.

SARIT PLATKIN: Understood. And yes. That definitely looks like consistent meetings, feasibility analyses, trying to assess both, you know, what's possible on site, what might be needed, and all the various steps and cost of potential relocation and getting, you know, a clear path forward for how various sites could get redeveloped.

COUNCIL MEMBER OSSÉ: Okay. And is there potential in this phase of the plan to explore any other sites beyond the seven prioritized sites.

SARIT PLATKIN: I think if there are additional sites that you're interested in that you want to bring to our attention, we'd be happy to take a look.

COUNCIL MEMBER OSSÉ: Okay. Beyond new affordable housing, what are we doing to strengthen our policies to protect existing tenants and homeowners?

SARIT PLATKIN: Thank you for that question. As, you know, discussed a bit earlier, strengthening the protections for existing tenants and homeowners has been, you know, a high priority

for us throughout this process I talked before about the Partners in Preservation Program, which is our tenant organizing program that, you know, we've committed 3 million dollars to this area for. I also want to highlight in terms of homeowners, our homeowner helpdesk which is a 10-million-dollar commitment citywide but, through that, we are funding a handful of local community-based organizations to support one-on-one support for homeowners for financial and legal counseling. This was actually a pilot that started in a few neighborhoods citywide including Bed-Stuy, it actually came out of the Bed-Stuy Neighborhood Plan, so we're excited to see this program really come to fruition, get expanded citywide, recommitted, and renewed, and it's something that we're, you know, happy to see in this community.

COUNCIL MEMBER OSSÉ: Thank you. I really do appreciate hearing that there is an increased investment for legal counseling, especially for... you said for both homeowners and tenants?

SARIT PLATKIN: Yeah. So, I want to clarify that the Partners in Preservation Program is a tenant organizing and tenant support program. It

connects folks to legal services. It is not specifically a legal services program. The homeowner help desk also, it provides financial and legal counseling and advice. It's not specifically a legal services program. But, beyond those two programs which are kind of the best tools we have that have already been committed and started in fall of 2024 as we've been building out this work, we do have the Anti-Harassment Tenant Protection Program which was 7 million dollars' worth of renewed legal services and then beyond that we are looking at additional opportunities to really build on some of the local legal services. I know you already have legal services providers, and we're looking at ways to kind of build on those.

COUNCIL MEMBER OSSÉ: Yeah. And how are you aiming to target those services to this specific area because I understand that sometimes when, you know, a program is seeing an expansion or increase in funds, sometimes it's borough wide or city-wide efforts, but in this case, how is it going to be targeted to the communities of Bed-Stuy and Crown Heights.

SARIT PLATKIN: Yeah. That's a great question. So, in the case of our tenant protection program, Partners in Preservation, you know, we're already partnering with your offices to do this kind of education campaign in the coming months. That will be a way to kind of alert folks to the various programs and resources that we have available through housing resource fairs that will be at Medgar Evers College. We'll be having two of those. We also, of course, partner with local community-based organizations, both through Partners in Preservation and the homeowner help desk, and so those folks are on the ground in the community and they provide like in-person support in the local community. I think beyond that we're, you know, also open to additional ideas of ways to kind of reach local stakeholders.

COUNCIL MEMBER OSSÉ: So, I think I'll just add and I know Council Member Hudson shares the sentiment that some of the most desired services that our constituencies ask for are is legal representation, legal counseling, especially surrounding issues with tenants and even homeowners, right, whether it be the tax lien sale, potential deed theft, just questions that they want to get

answered by experts. You know, our offices are open five days a week, and people are consistently coming into our offices with these issues. Any type of support that we could receive, additional support, consistent additional support that we can receive from the Administration to provide that legal counseling, you know, expertise to our constituents, I think is the best format or medium to provide those services to our constituents, especially as, you know, development continues to occur within our communities.

SARIT PLATKIN: Thank you.

COUNCIL MEMBER OSSE: I want to move on to streetscape improvements, and I know that Council Member Hudson asked some questions in this area, but some of my constituents have raised concerns about the poor conditions around the Franklin Avenue Shuttle elevated structure between Lefferts Place and Fulton Street. I know MTA isn't here, I know MTA is a State agency, but we all work in government, and partnership should lead to solutions in cases like this. Will the Administration commit to improving how this area looks? It's a huge concern for the block associations in that surrounding area. It's dark, you



know, it's rusting, and I want to know if there's going to be any fiscal support in improving that area.

ALEX SOMMER: Thank you for that question. And, yeah, very familiar with the existing conditions. It needs some love. So, MTA has been joining our conversations, both with our agencies but also with City Hall and the Administration. They're open to working with us on this, and we've been asking them for timelines and cost estimates so that's definitely in the works.

COUNCIL MEMBER OSSÉ: And I spoke to them about this, and maybe you can include this in conversations with them, you know, there's a lot of pushback about congestion pricing right and, you know, even though there are some benefits that have come out of it, you know, I think it would be a really great opportunity for the City and the State to work in partnership on shining a light on any type of fiscal improvements in an area and even, you know, making a nod to congestion pricing in those cases. What types of improvements are currently being considered.

ALEX SOMMER: Jonah, do you want to say?

JONAH ROGOFF: Yeah. So, we're considering a number of improvements so those include, first, just cleaning up and repainting parts of the station to, I think use term they use, to make aesthetic improvements, and then we're also looking at opportunities for public art in different forms, whether it's like a mural or banner, other medium, and then with DOT, we're also looking at some other improvements within the sidewalk.

COUNCIL MEMBER OSSÉ: Any considerations to lighting improvements over there?

DASH HENLEY: It's a little bit of tough, like you were saying, the go between what is MTA-owned and what is DOT- or City-owned..

COUNCIL MEMBER OSSÉ: Sure.

DASH HENLEY: But, you know, obviously understanding that doesn't mean we shouldn't be working together to figure out solutions here, but DOT can look at the DOT lighting in terms of there and see if everything is as it should be or, if it's not, have that be repaired. That's something that we can include in one of the commitments.

COUNCIL MEMBER OSSÉ: Okay. And when would residents begin seeing changes to this area and what

improvements can they expect to see first? Like would it be possible for ,us I know conversations are still being had but, you know, getting close to, you know, the decision date on our end, and I think a project timeline would be really helpful and just to love to hear from you all about when these residents could expect to see some improvements in the area.

JONAH ROGOFF: Council Member, is that in reference to the Franklin Avenue Shuttle specifically or more broadly?

COUNCIL MEMBER OSSÉ: The Franklin Avenue Shuttle, the streets, the sidewalks that DOT just referenced, yeah.

JONAH ROGOFF: So, we're definitely we're looking at that right now. I would say we're looking at whether cleaning or beautifying the station can be done in a more expedited manner through kind of existing programs and resources. And then that would be separate from more like capital related improvements that may be a little more staggered, but we're currently working on that with both MTA and DOT.

COUNCIL MEMBER OSSÉ: Would it be possible for me to ask, and I know that there's

different phases to when potential improvements would be made, would it be possible for me to ask that maybe in two weeks I could get a breakdown of the feasibility of these improvements and when they would potentially take place?

ALEX SOMMER: Yeah. We'll get back to you on that and, like I said, we're actively discussing this so we'll get back to you.

COUNCIL MEMBER OSSÉ: Get back to me on if you can get it to me in two weeks or get back to me...

ALEX SOMMER: Exactly. We'll see if we can get it to you in two weeks. Sorry, I'm being waffley here but...

COUNCIL MEMBER OSSÉ: So when can you get back to me on when it will... you can get it to me in two weeks.

ALEX SOMMER: Because it's with MTA, our partners at MTA, we just want to make sure like they can give us a timeline on what the cost estimates and everything are so that's why.

COUNCIL MEMBER OSSÉ: Okay. So, do you approximately know when you can get an answer to me?

ALEX SOMMER: We'll reach out to MTA right after this session and try and get answers ASAP.

COUNCIL MEMBER OSSÉ: Okay. The area, as you know, is a busy corridor. There are many sanitation issues around the shuttle, including litter and public urination. Additionally, there are those who need harm reduction services who frequent the area. What investments will the Administration commit to in bringing more sanitation as well as social support services to the Franklin Avenue Station area?

JONAH ROGOFF: So, that's something we're also working with MTA on. We understand that's a major issue and priority.

COUNCIL MEMBER OSSÉ: Okay. And can I just ask why MTA or DSS or DSNY is not here maybe speaking to us about some of these additional things that we need in order to get this project approved?

ALEX SOMMER: So, the main core partners of this neighborhood planning process have been DCP, HPD, DOT, and SBS. We pull MTA in whether it's related to the MTA site on Atlantic or for these improvements, and we meet with them regularly on this. For example, so for like homeless services or social services, we have been working with them, for example, with like the armory and happy to take this

back and figure out if there's additional things that we can include as part of our discussion in the next couple of weeks.

COUNCIL MEMBER OSSÉ: And are there any of any other improvements to the AC subway line in the area that MTA can commit to that you've heard from them in your conversations?

ALEX SOMMER: Yeah. I mean, thankfully with the congestion pricing, they've recommitted to improving the AC subway line service, which is great news.

COUNCIL MEMBER OSSÉ: Oh, great.

ALEX SOMMER: And so I don't know if there's other commitments that they've made recently about this. We can get back to you on other improvements.

COUNCIL MEMBER OSSÉ: Okay. A lot to get back to me.

ALEX SOMMER: Yeah. Right. We will follow up with MTA immediately after this and we have the list.

COUNCIL MEMBER OSSÉ: I'll call Elon Musk to get the DOGE involved. I'm kidding.

Some of my constituents have mentioned that Atlantic Avenue needs improvements further east from the AAMUP project area, particularly under the Long Island Railroad elevated structure. Are there improvements planned for Atlantic Avenue further east in my District?

DASH HENLEY: So in terms of that I think, you know, under the Long Island Railroad is a complicated structure, a complicated location, and all of that. I think, you know, we are trying to look at as part of the study what we can do within the study area of AAMUP as far east as Nostrand and understanding that that block from Bedford to Nostrand is a little wonky because the trains come up there so that's something that we can take a closer look at. It's not a spot that we think would be a good plaza or something like that.

COUNCIL MEMBER OSSÉ: Okay.

DASH HENLEY: Even though we do it in other areas, but we understand that, you know, we can try to see what can be done there in the future, and that's something else where we can work with the MTA on lighting issues whether it's, you know, City-owned

portion or the MTA portion and seeing what can be improved there.

COUNCIL MEMBER OSSÉ: Thank you. I want to ask you guys about potential investments to the surrounding streets by Harmony Park. Are you aware of Harmony Park at all? DCP reached out to our office and proposed repairs to Harmony Park as a potential investment through AAMUP, but the issue is not with the park itself. It's with the streets and, you know, the communities that live on those streets. Just to give you some context. There are two streets by the park. It's Jewell McCoy and Hattie Jones Way that are in serious disrepair. The streets have experienced major sagging and sinking due to a gas emergency. The residents, unfortunately, cannot pay for the sidewalk repairs on their own, and our office is advocating for City investment to the project. Is there any way for this project to be funded through AAMUP? This is a major concern for our District as there are repairs that are long due.

ALEX SOMMER: So I'll kick it off and, Jonah, if you can you can add to the recent discussions. We're aware of these issues, and thank you for elevating them to us. This one's a little bit



complicated due to ownership conditions, both above and subgrade. Recognize the constraints associated with having homeowners making those repairs to the sidewalk conditions. I think we need to review potential mapping actions, which can take a bit of time and, Jonah, I don't know if you can add to any of the ongoing discussions to that.

JONAH ROGOFF: Yeah. I would say based on our initial look the key issue is understanding who has title to those particular streets, which can help us understand what options we have and whether the City can, you know, take responsibility for that, but I think, you know, first we want to take that step with the title.

COUNCIL MEMBER OSSE: So, you know, I've been dealing with this issue for a couple years now, and prior to AAMUP too, and after speaking to our Land Use Team, it is the recommendation that HPD does actually have the title to both Jewell McCoy and Hattie Jones Way. From my understanding, Harmony Park was an affordable homeownership development that was actually sponsored by the City, and the City neglected to maintain the streets and infrastructure of these two streets. Can we doublecheck the

ownership issue since I'm receiving, you know, two different pieces of information and have been for some time now, you know, these streets haven't seen repairs in over 30 years, you know, because the City hasn't, you know, figured out the mapping of this specific area but they sponsored for this development to take place within the specific area?

SARIT PLATKIN: Yeah. Thank you for that. And, yeah, can confirm that HPD does not have title, but we are working with our colleagues at City Planning to figure out the title search piece of it.

COUNCIL MEMBER OSSÉ: Okay. All right. Well, I think I'm getting two different pieces of information in terms of who has the title. If we could all come together and figure this out, you know, after 30-something years, I think that would be great.

I want to move on to open space and gardens. As the Chair mentioned, open space is a crucial part of our District, and renovations and upgrades are top priority expressed by Community Board 3 as well as other community groups in my District. I do understand that that the Admin is still looking into different investments to our

parks, playgrounds, and community gardens, but are there any barriers, if any, to meeting all of the asks by the local community in terms of our open spaces?

ALEX SOMMER: There is just a dearth of publicly owned sites available. You know, first and foremost, we'd look to identify sites to build new parks or parks or open spaces in conjunction with affordable housing where... this gets back to your other question before about kind of the jigsaw puzzle of different ownerships and priorities. And so where we can accommodate new open spaces, for example, with the Dean Street project, we're trying to accommodate that but, yeah, the big limitation is ownership and the ability to acquire new sites, and so our focus has really been on investing and improving and modernizing existing open spaces as well as thinking through expansion of schoolyards to playgrounds and then with DOT and Parks on are there places we can take back pieces of streets, expanding plazas, and creating more pedestrian friendly spaces that people can enjoy and hang out in.

COUNCIL MEMBER OSSÉ: Well, thank you so much. I think those are all of the questions that I

have today. I'm looking for a lot of followup from you all. Really appreciate all the work you do. Dash is a great name for someone who works for DOT. I'm sure you get that a lot. And thank you, Chair. I'll pass it back to you.

CHAIRPERSON RILEY: That is a dope name for someone that works at DOT.

Thank you so much, Council Member Hudson, I'll say for your advocacy. I too have a neighborhood plan in my District coming along, and I look forward to, you know, this plan. Looking at so much of the positivity that's coming to your community.

I just want to address a comment from Council Member Hudson. Dash, five to ten years for redesign for Atlantic Avenue is really ridiculous. I think as a City we take too long to do a lot of these projects that we're advocating for. I know it's not you but, if you could kind of bring back this frustration to the Administration, let them know it needs to be faster. There has been death that occurred on Atlantic Avenue due to it being unsafe. If you're there, it looks like Gotham City a lot of the times. It's really dark and gloomy so, please, we

would like if you guys could kind of, you know,  
expedite that a little bit more. Yes, go ahead.

COUNCIL MEMBER OSSÉ: The Chair's really  
dogging our community a little bit. He's like Gotham  
City, what did you say earlier, dark and whatever.

COUNCIL MEMBER HUDSON: We're going to  
come to your hearing for your rezoning... (CROSS-TALK)

COUNCIL MEMBER OSSÉ: (INAUDIBLE)

CHAIRPERSON RILEY: Please (INAUDIBLE)

COUNCIL MEMBER OSSÉ: Can you walk us  
through those six to ten years, seven to ten years in  
terms of what work, I know we have some time but if  
you can give us as much information of why that takes  
that long and maybe what the bulk of that length  
consists of? I think that would be really helpful for  
us.

DASH HENLEY: Right. Definitely. I think,  
you know, we share the frustration with, you know,  
construction timelines and we always want to do as  
much good work as possible as quickly as possible too  
so I can definitely take back that frustration, and I  
think we can get you more details, I don't know if  
it's the same timeline as we were saying before with  
two weeks or something like that, in terms of laying

out in clearer detail potential timelines I just don't want to say, you know, I don't want to commit to a shorter timeline if we don't have a good idea of the scope and both the geography and the extent of the work so, you know, that's sort of the full extent of, you know, potential projects, but that's definitely something that we can work on to get you a little more laid out like bullet points... (CROSS-TALK)

COUNCIL MEMBER OSSÉ: Yeah. I think getting... and you don't have to give it to us right now obviously, but I think just getting that information would be really helpful for us as legislators, as people who work for the City to see what does not need to exist within that, you know, six to ten year timeline right, whether there are antiquated policies that exist that are holding you back, whether there's, you know, long public review procedures that are holding this from coming into fruition. We'd love to see where we can cut that back, right, so looking forward to getting some more information about that overall timeline. Thank you, Chair.

CHAIRPERSON RILEY: Thank you. There being no other Members of the Council that are questioning this panel, this panel is excused.

I'm going to call up the first round of public testimony, which is in-person, and then we're going to transition to online testimony. Excuse me if I mispronounce your name. The first panel will consist of Gib Veconi, Justin Levine, and Jeffrey Schwane.

Okay. You will be given two minutes to testify. We'll begin first with Gib Veconi.

GIB VECONI: Thank you, Mr. Chair. One second. I'm sorry. All right. Go ahead, Gib.

GIB VECONI: Thank you, Mr. Chair. My name is Gib Veconi and, for the last 11 years as a member of Brooklyn Community Board 8, I've helped to facilitate the Board's initiative to rezone the M1-1 district, which is the focus of the Atlantic Avenue mixed-use plan. Our goal since 2014 has been to rezone the district for residential development to cross-subsidize both affordable housing as well as light industrial space to promote accessible career path jobs for people lacking a college education. In 2018, the Department of City Planning presented the

Board with a zoning framework for the MCROWN district. The ULURP process was set to begin in the spring of 2020 when work was halted due to the pandemic. After the initiative was restarted as AAMUP, DCP released a revised zoning framework in September 2023. It cut manufacturing space in half relative to the 2018 MCROWN framework and doubled residential space. Of greatest concern, it provided no incentives for light industrial uses, even though zoning that did exactly that had been approved as part of the Gowanus Rezoning in 2021. The Board was extremely disappointed with this outcome, but we were told we could expect light industrial incentives to be added to the AAMUP application later in the ULURP process. Now, we are within weeks of the final vote on the AAMUP ULURP application, and the rezoning still lacks the use incentives that the Board believes are critical to the types of jobs that can enable individuals and families to continue to afford to live in our community. I invite everyone here to consider the injustice of this situation. DCP has claimed AAMUP is a community-led plan, yet will not provide the zoning that the community has sought for more than a decade. To put it bluntly, why is a



zoning tool that was approved for an affluent Brooklyn community district being refused to Crown Heights, a neighborhood facing one of the highest displacement rates in New York City, and what will this behavior say to other communities who are looking to address their own needs through engaging the City in a neighborhood plan? In sum, I therefore urge the (TIMER CHIME) City Council to demand industrial use incentives in AAMUP as have been requested by Brooklyn Community Board 8, Borough President Reynoso, and Council Member Hudson whose comments I appreciate today and whose leadership I respect. Thank you for this opportunity.

CHAIRPERSON RILEY: Thank you so much.  
We're going to move to Jeffrey.

But before we move to Jeffrey, following this panel will be the online panel which consists of Nicole Laemmle, Jack Robinson, Sharon Wedderburn, Irsa Weatherspoon, Lynda Balsama.

Okay. Jeffrey, you may begin.

JEFFREY SCHWANE: Okay. Hi. My name is Jeff. I'm a resident of Fort Greene. I cross Atlantic Avenue every day usually by foot or by bike, and I'm sure, as you all know, crossing it feels like a

highway. It's loud and it's dangerous. Paris just passed a referendum a few days ago to close 500 streets city streets to cars, making way for pedestrians, cyclists, and greenery. I think we can and should imagine this corridor in a similar way. Council Members Hudson and Ossé expressed frustration about the long timelines for building out these projects so I mean let's prioritize quick build projects as much as we can. This doesn't need to take seven to ten years to get done. And I urge the City Council to commit to the following alongside the rezoning, implementing a road diet on Atlantic Avenue east of Flatbush; implementing pedestrian safety improvements; redesigning Dean and Bergen streets as bike boulevards; creating protected bike lanes along Vanderbilt Avenues, Lafayette Avenues, and Dekalb Avenues; and building out the Underhill Bike Boulevard and Underhill Plaza. Thanks.

CHAIRPERSON RILEY: Thank you, Jeffrey.

Justin.

JUSTIN LEVINE: Hello. My name is Justin Levine. I'm also in the same area, and I bike in the same area, Bedford and Monroe. I share the same concerns that he does, which is whenever I'm biking,

you're on a beautiful nice bike lane and then all of a sudden you're thrown onto a highway basically. It's extremely dangerous. No one wants to cross that, whether you're a pedestrian that has to take, you know, a minute to get across the street or whether you're a biker that takes, you know, has to contend with all the traffic. No one would say if they were to describe Atlantic Avenue as like vibrant or beautiful or safe, and so there's no reason that that area could not be like that, especially when there are other cities across Europe that have had the same sort of issues where they have a very car centric infrastructure and then they slowly over time created a more people-centric infrastructure. I think that's all I have to say. Thank you very much. Thank you, Council Member Ossé and Hudson, for bringing this forward.

CHAIRPERSON RILEY: Thank you, Justin. Do you have any questions for this panel?

All right. Thank you. This panel's excused. Thank you so much.

We're going to transition to the online panel, which consists of Nicole Laemmle, Jack

Robinson, Sharon Wedderburn, Irsa Weatherspoon, and  
Lynda Balsama.

We'll begin first with Lynda Balsama.

Lynda, if you can hear me, please unmute and you may  
begin.

SERGEANT-AT-ARMS: You may begin.

LYNDA BALSAMA: Hello. Good morning. Thank  
you for the opportunity to speak. My name is Lynda  
Balsama. I'm a community organizer with United  
Neighbors of Prospect and Crown Heights, or UNPCH.  
I'm asking Council Member Hudson, City Council Member  
Ossé, and Mayor Adams to not allow for any more  
market rate high rises to be built onto Atlantic  
Avenue. While I appreciate the goals of this rezoning  
of bringing new jobs and affordable housing to  
central Brooklyn, I'd like to address what will be  
lost from central Brooklyn if even more market rate  
high rises are allowed to be built down Atlantic  
Avenue. I agree Atlantic Avenue needs more trees and  
greenery, more light and infrastructure improvements,  
and I agree we are desperately in need of affordable  
housing here in central Brooklyn. At the CB8  
meetings, I learned our two zip codes have the  
highest displacement out of any other neighborhood in

the city. Why? We were told the same things were being told today when the Barclays Center and Atlantic Yards Redevelopment went through. It would mean good jobs and affordable housing for the people who lived here. And while Barclays has provided many with jobs, the deeply affordable housing never materialized. Instead, thousands of market rate units were added to Prospect Heights, bringing in thousands of new residents. So far, these new residents have not shown to be interested in the history or generational families of Prospect Heights. These new residents, instead, have been focused on rebuilding a new community in Prospect Heights for themselves, can't blame them, to the harm and detriment of many people who have called this area home for generations. One notable result of the redevelopment of Atlantic Yards and the many new high rises has been the steep rise in commercial space rents to the point of being out of reach of many of our mom-and-pop shops which have been forced to close. Small businesses have been the path for many families, including my own, from working to middle class. Our members have been told by our reps and the City that there's no data to support the increase of rents in

Prospect Heights are tied to the new high rises, but our lived experience is data. It's just not being written down. Cities like Paris (TIMER CHIME) recognize the importance of the middle...

SERGEANT-AT-ARMS: Thank you. Your time expired.

LYNDA BALSAMA: Thank you.

CHAIRPERSON RILEY: Thank you. Next, we'll hear from Irsa Weatherspoon. Irsa, if you can hear me, please unmute and you may begin.

SERGEANT-AT-ARMS: You may begin.

CHAIRPERSON RILEY: Irsa Weatherspoon. Excuse me. Irsa.

IRSA WEATHERSPOON: Good afternoon, everybody. Actually, the correct pronunciation is Irsa Weatherspoon, and I am the Chairperson of Community Board 8 where portions of our district are in the footprint of AAMUP. We at Community Board 8 supported the AAMUP with express conditions. This is a plan that started over 10 years ago with a MCROWN initiative. We were pleased that we were able to agree on a holistic plan that we believe supports some of the needs of our district. For example, rezoning to accommodate more affordable housing,

HPD's commitment to develop at least five identified City-owned sites for 100 percent affordable housing, a street safe plan to increase safety for all users, tenant and landlord protections, a dedicated workforce development program, a green technology incubator, and measures to increase job employment with emphasis to M/WBE business opportunities. But at this late date, we have learned that an important mixed-use zoning tool that provides density insensitive to developers has been omitted. We have profoundly and repeatedly expressed its necessity and fully expected it to be included in this ULURP process. This tool would help create accessibility to jobs and affordable housing by adding residential density to an underutilized area of the district and also help to stem the impact of rapid gentrification in the displacement of our low-income residents and those without a college degree. The absence of this zoning tool threatens the path to solutions and addressing these core needs in our district. A similar tool was implemented in the Gowanus 2021 rezoning, and I'd like to know why our community is not being afforded the same opportunity and benefit and where is the concern. The omission of this

critical zoning tool is unacceptable and, without it, this rezoning process cannot be fully regarded as community-led. As the Chair of Community Board 8, I'm extremely disappointed of this development and the detrimental impact (TIMER CHIME) this would undoubtedly have in our district.

SERGEANT-AT-ARMS: Thank you. Your time expired.

IRSA WEATHERSPOON: The City Council should not adopt this plan with the omission of this very necessary mixed-use zoning tool. Thank you to our Council Members Hudson and Ossé, and thank you all for your time. Thank you.

CHAIRPERSON RILEY: Thank you. Next, we have Sharon Wedderburn.

SERGEANT-AT-ARMS: You may begin.

SHARON WEDDERBURN: Good afternoon, everyone. My name is Sharon Wedderburn. I am the Chair of the Housing Advocacy and Land Use Committee, and I have been a member of that Committee for 20-plus years. Additionally, I've called Crown Heights and Prospect Heights my only homes while I have been on this earth. As such, I offer a unique perspective in terms of the changes that have occurred in our



community, and I have been an active participant in the whole MCROWN/AAMUP process. I have to express my profound disappointment that we are not being afforded the same opportunities as Gowanus, but that's an aside. What we do prioritize as a Board is affordable housing. What we've seen in the last 20 years, particularly an acceleration from 2013 on, is the displacement of a number of community members who in essence who have made Crown Heights and Prospect Heights a desirable place to live. With that being said, our commitment to having deep affordability, we are requesting respectfully that MIH 1 and MIH 2 be removed from consideration with this project and that we focus on those benefits that can be garnered for MIH 3. Secondly, one of the things that we really considered was how are we going to be able to keep pace with the large number of high income earners that have come into our community and increasingly difficult for families to remain into the community because of the cost of rent, and this is simply to be able to add an opportunity for those who do not have college educations to earn money from new technologies including green jobs, but not limited to those green jobs. As such the industrial spaces and

the industrial educational requirements are necessary for us to be able to go forward to this plan. Last, Atlantic Avenue must be noted that is the primary east/west commercial roadway which allows others for us to receive goods and services. Our residents are able to access both JFK and LaGuardia (TIMER CHIME) Airport using that particular...

SERGEANT-AT-ARMS: Thank you. Your time expired.

SHARON WEDDERBURN: Thank you.

CHAIRPERSON RILEY: Thank you. Next, we'll hear from Jack Robinson.

SERGEANT-AT-ARMS: You may begin.

JACK ROBINSON: Hi. My name is Jack Robinson. I'm CB8 Land Use Committee. So, I really think out of the 4,600 total residences that will be built, 1,440 is not enough. It should be more like 2,000. The 80 percent AMI is also not affordable. I think to modify the MIH and to shoot for more like a 50 percent maximum AMI. I think the incentive for more light industrial uses adds more jobs than retail, and I think that it should be a bigger priority. I think more of the public space used as housing needs a little bit more clarity and

commitment. And I think really out of all of the public meetings we had, I feel like we have not been heard on the way AAMUP is implemented, and I would vote no on this until the points that Council Member Ossé and Council Member Hudson has been thought through and implemented. Thank you.

CHAIRPERSON RILEY: Thank you. And last we'll hear from Nicole. Nicole, are you there?

SERGEANT-AT-ARMS: You may begin.

JACK ROBINSON: She was having some technical problems. I think that it might be fixed now.

CHAIRPERSON RILEY: Okay. Thank you, Jack.

JACK ROBINSON: (INAUDIBLE)

NICOLE LAEMMLE: Hello. Can you hear me?

CHAIRPERSON RILEY: Yes, I can hear you, Nicole. You may begin.

NICOLE LAEMMLE: Okay. I've lived in District 35 for 25 years, and I'm also like a Community Board 8 Land Use Committee Member. And I'm not opposed or against changes, but I just want to point out that recently built buildings can offer enough deeply affordable apartments, and I am very understanding like with our Council people that I

would like 100 percent deeply affordable housing at

fifty percent AMI or less. And then also the

character of our neighborhood has been diminished.

The strength of the community has lessened due to the

displacement of neighbors like mentioned before.

Therefore, I want stronger displacement measures in

the form of free legal representations for tenants in

the affected area codes. I also would like building

heights on Atlantic Avenue to be restricted to 12

floors and on the side streets to nine stories

(INAUDIBLE) nine stories. The new buildings that have

already been built also don't inspire families nor

individuals or couples to stay and become part of the

neighborhood. The new developments are like hotels

where people only stay temporary. I also question the

promised additional jobs as I see, for example, the

reception desks in the new buildings mostly vacant,

no receptionist sitting there. And also not to forget

those existing small businesses which are pushed out,

and I heard that you have organizations that want to

help them, but there are a lot of businesses who also

own their buildings and are worried about the

increasing property taxes caused by the rezoning and

the increase in value of property but their

businesses haven't really recovered since COVID.

Also, I would like to say that neighbors, and me included, we also need more (TIMER CHIME) protection and respect...

SERGEANT-AT-ARMS: Thank you. Your time expired.

NICOLE LAEMMLE: May I just say, please don't grant as many after-hour permits because we haven't had a single full weekend because there's been Sunday work. Thank you for your time.

CHAIRPERSON RILEY: Thank you, Ms. Nicole. There being no questions, this panel's excuse.

The next panel we're going to hear from, excuse me if I butcher your name, just correct me when you come on, it is Jordan Catalana, Conor Ross, Elaine Weinstein, Katya Willard.

The following panel will consist of Saskia Haegens, Mimi Mitchell, Harris Krizmanich, and Elizabeth Denys.

We'll begin first with Jordan Catalana.

SERGEANT-AT-ARMS: You may begin.

CHAIRPERSON RILEY: You may begin.

JORDAN CATALANA: Hi. Thank you. This is Jordan Catalana, and I've lived within the general AAMUP surrounding neighborhood for the last 10, 11 years, and I'm testifying in support of the AAMUP plan but recognizing the calls of my CB8 members and some City Council Members here to increase the percentage of affordable housing, increased displacement measures, and to have access to the use of the mixed-use zoning tools. I cross Atlantic Avenue at Bedford every day. It is loud, the traffic is fast, there are no curb cuts on the sidewalk, there is no place for bikes and nearly no place for pedestrians when the sidewalks are cluttered with cars from the one-story auto body shops and car washes. Last night, I walked Dean Street east from Vanderbilt to Nostrand precisely where most of this plan is slated and what you see are empty parking lots, one-story storage and trucking facilities, and abandoned manufacturing locations, but what I also see is opportunity for our community. Over the last three years, we've seen tall buildings pop up around Dean, Pacific, Atlantic, and Fulton and guess what we still need more. I echo CB8's call for the use of the mixed-use zoning tool and think that AAMUP otherwise

does a good job of thinking of the real people that live here and what their needs are in housing and safety and in job opportunities. We're lucky that this neighborhood is one of the few with this space, the physical space, and the patience and the leaders to address those needs. And again with our leaders and Council Member Ossé, Hudson, CB8, and others that are curious enough to address them, and I look to the leadership to make sure there are enough affordable housing units and urge you to remember that the best way to get folks into affordable apartments is to build apartments in the first place, and AAMUP does this. Gas stations don't house people, auto body shops don't house people, parking lots don't house people. Housing houses people. Thank you for your time.

CHAIRPERSON RILEY: Thank you. Next, we'll hear from Conor Ross. Conor, if you can hear me, please unmute and you may begin.

CONOR ROSS: Yes. Thank you. I want to thank the time for all the Council Members present here. Thank you to Council Members Hudson and Ossé for their time. I serve on Community Board 8, and I also serve on the Committees for Housing and Land Use

as well as Environment, Sanitation, and Transportation so I've been a part of a lot of conversations regarding AAMUP since my time on the Community Board. And as someone who's lived in the neighborhood for many years at this point, I want to express my support for AAMUP and rezoning the neighborhood to develop more housing and put the pressure on the Council to consider the priorities and needs that Community Board 8 has led with. First, before I get into all that, I will express the appreciation for Council Members Hudson and Ossé for talking about the danger and the current state of Atlantic Avenue and the need for rezoning there and revisioning. And I think the six- to ten-year window that the City Departments have proposed is ridiculous, and I think everyone can agree that we need to work faster in terms of making that street safe for everybody. I stand by all the priorities that CB8 has presented in terms of AAMUP and what we hope to see changed there. As we heard from Council Members Ossé and Hudson, we are behind the clock in terms of the housing crisis that we have. And as I walk through the neighborhood respected in AAMUP almost every day, I see the opportunity for



additional housing and there's no way that we're going to get there until we start to remove the barriers to make this easier for developers to work on this. With respect to the needs of the neighborhood, we've made this very clear and I think all the asks that CB8 has put forward are very common sense and respectable given what the City is able to do, especially when it comes to City-owned sites where we can do much more deeply affordable levels of affordability. (TIMER CHIME)

SERGEANT-AT-ARMS: Thank you. Your time expired.

CONOR ROSS: Okay. Thank you for the time.

CHAIRPERSON RILEY: Thank you. Next, we'll hear from Elaine Weinstein.

SERGEANT-AT-ARMS: You may begin.

ELAINE WEINSTEIN: Yes. Can you hear me?

CHAIRPERSON RILEY: Yes, we can.

ELAINE WEINSTEIN: Okay. As a member of the AAMUP Steering Committee, I'm sure this Committee is well aware of Council Members Hudson's and Ossé's efforts to engage as many community groups and residents envisioning and feedback sessions as possible. Throughout the past several years, hundreds

of current residents provided their feedback, their wishes, and their hopes for the Atlantic Avenue corridor, and the belief that it is possible to bring change to the city. We want to ensure their efforts are not futile. As a result, AAMUP community-led recommendations reflect the critical needs of our community for deeply affordable housing, for creating a safe and livable Atlantic Avenue as both a thoroughfare and a neighborhood, for the creation of new job training and new jobs and light industrial businesses, and lastly increasing the amount of green space and the upgrade of several local parks. For these hopes to become a reality, a neighborhood rezoning is crucial. For my time, I'd like to focus on our recommendation for utilizing underused or unused buildings and spaces, specifically in City-owned sites, to build deeply affordable housing. Our hope is that this kind of development, which should not take six to ten years, will allow families to raise their children in central Brooklyn and, most importantly, to allow long-term residents of our neighborhood to remain in the neighborhoods and contribute to the vibrancy and diversity of central Brooklyn. Specifically, we've highlighted 457

Nostrand and 510 Claremont. There are many others. To our Committee, this recommendation seemed the easiest to quickly set upon. It requires a commitment from several agencies to work together and make this happen. In addition, our recommendation is also to expand resources for existing long-time residents to ensure they can remain in their homes without concern for displacement due to development. Many of us have joined this meeting today to ensure that the voices of the many are heard by the presence of a few. It is a (TIMER CHIME) Herculean task to bring...

SERGEANT-AT-ARMS: Thank you. Your time expired.

ELAINE WEINSTEIN: Okay. Sorry. Thank you for listening.

CHAIRPERSON RILEY: Thank you, Elaine. Last, we'll hear from Katya Willard.

SERGEANT-AT-ARMS: You may begin.

KATYA WILLARD: Can you hear me?

CHAIRPERSON RILEY: Yes, we can hear you.

KATYA WILLARD: Hi. My name is Katya Willard. Thank you for your time. So, I live on Atlantic Avenue on the corner of Washington and Atlantic. I have for about 10 years. I'm raising my

family there, and I have a son right now that's almost two years old and I'm expecting our second. I wanted to say that for me safety on this corridor is a big priority so while I'm in favor of all of these zoning changes I just want to bring up that my number one priority is like I don't find it safe to cross Atlantic Avenue, I don't find it safe to do it with my son in a stroller. Traffic is moving too fast, a lot of people run red lights, the left turn from Washington onto Atlantic heading west is really dangerous. I also bike in the neighborhood, and I find it dangerous so, for me, I'm in favor of this plan just because I think having more people here will be helpful and make it safer. I'd love to see a narrowing of Atlantic Avenue. And then I'd also like to add I understand that people have a commitment to affordable housing but, if you want to keep people in their homes, you need places for the people that want to push them out of their homes because they can afford it and so I'm a huge fan of large amounts of upzoning for housing, even if it's not deeply affordable because there are people that will live in those homes and therefore won't kick you out of your brownstone if you've been living there for 30 years

so anything that can get more housing built in this area, which I know that this plan is trying to do, I think is a huge win. I would hope that there would be no height restrictions, no FAR restrictions. I know it might change the neighborhood in some ways but also trying to hold the built environment of the neighborhood the same means that those people will be pushed out. If we can build a lot of housing, it keeps some things about the neighborhood the same because people can continue to live there. That's my testimony. Thank you.

CHAIRPERSON RILEY: Thank you so much.

There being no questions for this panel, this panel is excused.

Our last panel will consist of Saskia Haegens, Mimi Mitchell, Harris Krizmanich, Elizabeth Denys, and Andrew Matsuka.

We will begin first with Saskia Haegens.

SERGEANT-AT-ARMS: You may begin.

SASKIA HAEGENS: Thank you, Chair. My name is Saskia Haegens, and I was an AAMUP Steering Committee member, I'm an organizer in the area, and today speaking as a resident of the larger project zone. I'm asking the City to include real commitments

to substantial streetscape improvements in the points of agreement. Atlantic Avenue is one of the most dangerous streets in the city. It's scary to cross as a pedestrian or cyclist, and it's basically a highway that cuts through our neighborhoods. Here, we have a unique opportunity to fix this historical wrong. We need to make the streets in the project area safer, to increase the amount of green and open public space, and to prioritize walking, biking, and public transit. I urge the City to commit to the following alongside the rezoning, implement a road diet on Atlantic Avenue for the full stretch from Flatbush to Nostrand; implement pedestrian safety improvements throughout the project zone including hardened daylighting of all intersections; redesign Dean and Bergen Streets as bike boulevards and build out the Underhill bike boulevard; create protected bike lanes on the north/south running avenues including but not limited to Vanderbilt and Bedford; and build out Underhill Plaza. Importantly, I'm asking for a clear commitment from DOT for the streetscape improvements including a timeline and actual allocated funding. This needs to go well beyond a few SIPs sprinkled in. It needs to go well beyond restating of already

existing infrastructure projects that preceded this rezoning, and it needs to go well beyond the traffic study and other such non-committal promises. I'm asking for the POAs to include a timeline, one that is not seven to ten years long, and funding both for the necessary CPSD as well as committed funding for an ambitious capital infrastructure work to implement a road diet on Atlantic and the other street safety projects I listed. Thank you.

CHAIRPERSON RILEY: Thank you. Next, we'll hear from Mimi Mitchell.

SERGEANT-AT-ARMS: You may begin.

CHAIRPERSON RILEY: Mimi Mitchell. Okay, we'll come back to Mimi.

MIMI MITCHELL: I'm here. Sorry.

CHAIRPERSON RILEY: Go ahead, Mimi.

MIMI MITCHELL: Sorry about that. I had an issue. Hey. Good afternoon. My name is Mimi Mitchell. I just firstly would like to say thank you to Council Members Ossé and Hudson for all their hard work as well as Community Boards who have participated in this process. I want to speak out on behalf of the tenants in this community that have spent years crafting a plan that truly serves its residents. Yet

now we're being told that deeply affordable housing under Option 3 and Option 3.5 Mandatory Inclusionary Housing isn't possible for us, but yet it was possible for the Gowanus, which is an affluent, majorly White neighborhood. Why is it that when it's our Black and Brown communities fighting for affordability, we're always given roadblocks and told it can't be done. We now know what happens when rezonings move forward without deep affordability. Families are displaced. Community District 8 has lost more Black residents than any other part of the city. Without real affordability, this plan will only push out more tenants. Without the MIH option that we have pushed for, we will not get the additional units that we need in order to prevent the stem of rapid displacement. We also know that tenants are under attack. Landlords are abusing loopholes like substantial rehabilitation and demolition claims to remove rent-stabilized apartments. Can you imagine what's going to happen to our tenants within the next six to ten years. And when tenants do fight back, they often don't get the representation they need. We've seen proof that 85 of tenants with lawyers stay in their homes when their cases are taken when they



are facing the eviction process, but yet Right-to-Counsel Council is underfunded and too many tenants are forced to face eviction alone. This City cannot justify approving deeply (TIMER CHIME) affordable housing in Gowanus while...

SERGEANT-AT-ARMS: Thank you. Your time expired.

MIMI MITCHELL: Oh, thank you.

CHAIRPERSON RILEY: Thank you. Next, we'll hear from Harris. Harris, if you can hear me, please unmute and you may begin.

HARRIS KRIZMANICH: Hi. My name is Harry, and I'm a resident of Crown Heights. I urge the City Council to push for a road diet in Atlantic Avenue. We cannot continue to have an urban highway divide our neighborhoods. And I really appreciate the Council Members concern over the egregious timeline for redesign and hopefully we can figure out a way to speed that up. I also want to reiterate the need for a bike boulevard at Dean and Bergen Streets, protected bike lane on Franklin Avenue, as well as a two-way protected bike lane on Vanderbilt and Bedford. We need to make our community safer and encourage biking and walking through these

streetscape improvements as well as add green space.

And I understand that these capital improvements take some time so having a commitment to making these street improvements as soon as possible is instrumental, especially if we want this area to be family-friendly. Thank you.

CHAIRPERSON RILEY: Thank you. Next, we'll hear from Elizabeth. Elizabeth, if you can hear me, please unmute.

SERGEANT-AT-ARMS: You may begin.

ELIZABETH DENYS: Hello. My name is Elizabeth Denys, and I'm a Brooklyn resident who used to live in Prospect Heights. I'm here today to support the AAMUP rezoning and to ask that Council doesn't miss this generational opportunity to transform Atlantic Avenue and commit to a timeline and commit to funding to create a more equitable streetscape in the area. First, I strongly support AAMUP's rezoning for additional housing opportunity which could add 4,600 very needed homes, many permanently affordable under MIH. Skyrocketing rents have created undue hardships for families and New Yorkers, and the City's housing crisis has pushed people out of their neighborhoods. To get out of this

housing crisis, we need to build more homes in every neighborhood, especially in areas like the AAMUP plan area where current zoning is very limited. I hope that Council supports this rezoning and passes it and supports additional neighborhood rezoning processes throughout Brooklyn and the entire city until we can ensure that every New Yorker has secure housing they can afford.

Second, Atlantic Avenue is one of the most dangerous streets in the city and has needed serious improvements for some time. Additionally, the AAMUP project area and its surrounds are overdue for street designs that prioritize the safety of people walking and bicycling and prioritize bus speeds and reliability. It's even more critically important that these street improvements, you know, are going in to equitably support the thousands of new residents that the AAMUP rezoning will bring. I urge Council to commit to the following with a clear timeline as well as funding alongside the rezoning, to create fast reliable transit networks; create streets for people walking and bicycling and reduce car dependency throughout the area. We need to implement a road diet on Atlantic Avenue east of Flatbush, implement

pedestrian safety improvements throughout the project zone and nearby, install modular bus forwarding islands to improve accessibility, redesign Bergen and Dean as bike boulevards, create north/south running protected bike lanes along Vanderbilt that would connect Prospect Park to the Waterfront Greenway, and build out the Underhill bike boulevard and Underhill Plaza with permanent materials. These projects shouldn't be taking six to ten years. Council needs to build DOT's capacity and staffing to ensure that we can get these street safety projects done faster. Thank you so much for the time.

CHAIRPERSON RILEY: Thank you. Next, we'll hear from Andrew.

SERGEANT-AT-ARMS: You may begin.

CHAIRPERSON RILEY: Andrew, if you can hear me, please unmute and you may begin.

I believe Andrew dropped off.

All right. So, if anybody in the Chambers which there's nobody in here, that wants to testify, please just see one of the Sergeants-at-Arms and, if anyone's online, please just use the raise hand function. We'll stand at ease for 30 seconds.

Okay. We do have someone that just joined. Alex Morano. Alex, if you can hear me, please unmute and you may begin. Alex Morano.

ALEX MORANO: Hi. Sorry to join at the last minute here. It's a busy day, busy week for all of us. I appreciate the opportunity to testify. My name is Alex Morano. I live in Crown Heights, Brooklyn, and what I really want to emphasize here is there's been a lot said about the land use and housing aspects of the upzoning, but a really, really crucial element that's needed here is firm commitments from DOT for streetscape improvements with a solid timeline. My family has lived within a block of Atlantic Avenue going back to 1950. In that entire time, Atlantic Avenue has been dangerous. We can't drop thousands of more people into the project zone and leave the street the way it is. It's just not possible so we really, really need commitments for streetscape improvements, for a road diet, for protected bike lanes in the surrounding neighborhood to make this project work. Thanks.

CHAIRPERSON RILEY: Thank you. Okay. I'm going to stand at ease for 30 seconds in case someone else wants to testify. You could use the raise hand

function online, or if you want to run in the door  
right now you could do so too.

Okay. There being no members of the  
public who wish to testify on the pre-considered LUs  
relating to the AAMUP proposal, the public hearing is  
now closed, and the item is laid over.

That concludes today's business. I would  
like to thank the members of the public, my  
Colleagues, Subcommittee Counsel, Land Use and other  
Council Staff, and the Sergeant-at-Arms for  
participating in today's meeting.

This meeting is hereby adjourned. Thank  
you. [GAVEL]

C E R T I F I C A T E

World Wide Dictation certifies that the foregoing transcript is a true and accurate record of the proceedings. We further certify that there is no relation to any of the parties to this action by blood or marriage, and that there is interest in the outcome of this matter.



Date April 29, 2025