



Dear Councilmember Hudson, Brooklyn Borough President Reynoso, Department of City Planning Chair Garodnick, and Department of Transportation Commissioner Rodriguez,

The [AAMUP rezoning](#) presents a generational opportunity to transform the Atlantic Avenue streetscape in the project zone and Council District 35. Atlantic Avenue was once the home of thriving working-class communities. Now, it is one of the [most dangerous streets in the city](#), primarily serving the needs of people cutting through the corridor rather than the people who live on or near it.

To create a holistic plan for Atlantic Avenue, which spans Crown Heights, Prospect Heights, and Bed-Stuy, it is essential to center street safety for all. The plan should prioritize creating essential public resources, like green space, fast and reliable transit networks, public open space, and safe cycling infrastructure, while addressing the harm caused by the car-centric planning practices of the 20th century.

Safety

Atlantic Avenue has been unsafe for all road users for decades. The following excerpt is from Councilmember Hudson's own [Community Vision and Priorities report](#):

In the time period between 2016 and 2020, there have been two pedestrian fatalities at the intersection of Atlantic Avenue and Bedford Avenue [emphasis added]. In the same five-year period, there have been 569 traffic-related injuries along the one-mile stretch of Atlantic Avenue through the Project Area [emphasis added], including 31 severe injuries (12 pedestrians, 8 bicyclists, and 11 motorists).

[Between 2021 and the end of 2024](#), additional fatalities and injuries on Atlantic Avenue within the project zone include:

- Four fatalities — two motorists and two pedestrians;
- 473 total injuries;
- 831 total crashes, averaging approximately four crashes per week

Public open space

Atlantic Avenue is [120 feet wide](#) throughout almost all of the project zone. Over 80% of this public land is dedicated to moving or storing vehicles, 18% for pedestrians, 0% for buses, and 0% for cyclists. The Avenue's car and parking lanes stretch 94 feet, which could fit an eight-lane highway.

As also noted in Councilmember Hudson's Community Vision and Priorities report, the Project Area lacks public open, green, and recreational space, and those existing spaces are in dire

need of revitalization. Some parts of the Project Area fall outside the NYC Parks Department's "walk to park" zone, meaning they are more than a 5-10 minute walk away from open or green space. New public spaces and revitalization of existing spaces are greatly needed.

Climate/environment

The concentrated vehicle traffic through this corridor, combined with a design that prioritizes traffic, creates harmful externalities for everyone in the surrounding neighborhoods in addition to the overt harm caused by crashes. Notably:

- [Asthma hospitalizations](#) in this area are 2x higher than the citywide average.
- The lack of permeable surfaces [led to 12+ inches of flooding](#) reported during Hurricane Ida in 2021.
- The community districts here rate high on the [Climate Change Vulnerability Index](#).

Recommendations

Immediate and short-term

Given that capital infrastructure projects have long timelines, Atlantic Avenue is a Vision Zero Priority corridor, and there is a lack of public open space in the project zone, we suggest the immediate implementation of the following temporary/short-term measures to improve street safety and public space access:

1. Implement a road diet on Atlantic Avenue east of Flatbush Avenue:

- a. Convert this stretch of the Avenue to two general travel lanes in each direction, aligning it with Atlantic Avenue to the west of 4th Avenue and east of Nostrand Avenue.
- b. Repurpose the removed travel lanes to install parking-protected bike lanes in both directions.
- c. Convert Atlantic Avenue between Flatbush and 6th Avenues into a pedestrian plaza.
- d. Where possible, eliminate turns and remove turn lanes/turn bays.
- e. Remove all slip lanes and use curb extensions to calm turning traffic at diagonally intersecting streets.
- f. Plant additional trees along the avenue at the most frequent interval possible.

2. Add protected cycling infrastructure to the north- and south-running approach blocks that are major cycling corridors:

- a. For example, the block of Vanderbilt Avenue between Pacific Street and Atlantic Avenue can support barrier-protected bike lanes, as can the same block on

Franklin Avenue. These approaches should be protected to increase safety for cyclists entering the intersection.

3. Implement pedestrian safety improvement using “light-touch” measures:

- a. Add fully protected light cycles for pedestrians and cyclists, in which concurrent vehicular turns are banned, to all intersections within the project zone. This could be implemented as a Barnes Dance — in which only pedestrians and cyclists can cross, and all vehicle traffic is stopped.
- b. Daylight all intersections within the project zone using hardened barriers.
- c. Build out pedestrian refuge islands using concrete on all north-south crossings.

4. Redesign Dean and Bergen Streets as bike boulevards to facilitate east-west bicycle travel through the project zone:

- a. Reduce speed limits on Bergen and Dean Streets to 15 mph.
- b. Implement green wave timing that will prioritize bike traffic.
- c. Add Leading Pedestrian Intervals (LPis) at every intersection.
- d. Install clear signage indicating that children and cyclists are using the street.
- e. Implement daylighting at critical intersections, with hard infrastructure and build curb extensions to shorten crossings.
- f. Reverse the car traffic direction of select Bergen and Dean Streets blocks and add modal filters to prioritize people biking and discourage cut-through traffic.
- g. Eliminate truck routes near schools along Bergen Street.
- h. Install bike corrals at the corners of school streets on and within 0.5 miles of Bergen/Dean Streets.
- i. On parts of this corridor including bus routes, transit plaza blocks or similar treatments should be implemented that prioritize buses in addition to cyclists and pedestrians.
- j. Implement automated camera enforcement of bike lanes and double parking violations, as authorized by VTL § 1111-C-1.

5. Convert Pacific Street between Washington and Underhill Avenues into a pedestrian plaza.

6. Install modular bus boarding islands to improve accessibility and allow passengers to board the bus at stops without requiring drivers to pull over to the curb.

7. Designate operating funding for public space programs within the project zone, including Open Streets and plaza programs.

Long term

We strongly recommend the following infrastructure changes be implemented or considered as part of long-term planning for capital improvements:

1. Redesign Atlantic Avenue as a linear park:

- a. Eliminate additional general travel lanes in favor of expanding green space for pedestrians and center-running bus lanes.
- b. Repurpose all curb space to prioritize protected cycling infrastructure.
- c. Widen sidewalks and add trees.
- d. Implement curb management that includes/prioritizes loading zones, bike parking, outdoor dining, bioswales and containerized trash.

2. Redesign Vanderbilt Avenue south of Atlantic Avenue as a slow street, including following elements:

- a. A protected two-way bike lane.
- b. Transit plaza blocks.
- c. Expanded sidewalks and built-out curb extensions.
- d. Curb management that includes/prioritizes loading zones, bike parking, outdoor dining, bioswales, and containerized trash.

3. Build out the Underhill Bike Boulevard:

- a. Build out painted curb extensions and midblock islands as raised spaces incorporating plantings and bike parking.
- b. Include mid-block crossings.
- c. Redesign one-way blocks as shared blocks prioritizing cyclists (including contra-flow).

4. Further expand the footprint of Lowry Triangle/Underhill Plaza to incorporate the block of Pacific Street between Washington and Underhill Avenues.

- a. Integrate the plaza into the Atlantic Avenue Linear Park.

5. Create a north-south running protected bike lane along Vanderbilt Avenue from Grand Army Plaza all the way to the Flushing Avenue greenway.

Thank you for considering these recommendations. We look forward to seeing an agreement reached that implements all of these suggestions where feasible and proposes reasonable alternatives or compromises where unfeasible.

Additionally, we request a meeting to discuss the possibilities for the AAMUP project zone in more detail and address any questions or concerns regarding our recommendations.

Sincerely,

Liz Denys, TABK co-chair

Alex Morano, TABK co-chair

Kathy Park-Price, TA Brooklyn organizer

From: [Alan Gerber](#)
To: [Land Use Testimony](#)
Subject: [EXTERNAL] AAMUP Hearing 3/27
Date: Sunday, March 30, 2025 12:28:44 PM

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Hello,

I am a longtime resident of Park Place near Washington, an attendee of many AAMUP meetings, and also a longtime public member of the CB8 EST committee. It is essential that the AAMUP rezoning include major street safety investments along Atlantic Avenue, which has divided Crown Heights from the neighborhoods to the north for far too long, and has been a site of awful accidents maiming people just trying to access the C train & stores on Fulton & other points north for far too long. Just last week, a disabled member of our committee made important comments on how dangerous & difficult it was for her to cross Atlantic with her cane. This must change.

It is also essential that there be a timeline & funding for street safety improvements as a part of the rezoning. Mayor de Blasio said he would rebuild Atlantic to be safer years ago, and failed to deliver, and this must not be repeated.

Some of the essential changes we discussed & supported in the community hearings include:

- Implement a road diet on Atlantic Avenue east of Flatbush Avenue;
- Implement pedestrian safety improvements throughout the project zone;
- Redesign Dean and Bergen Streets as bike boulevards;
- Create a north-south running protected bike lane along Vanderbilt Avenue;
- Build out the Underhill Bike Boulevard and Underhill Plaza.

All of these must be included in rezoning to make the neighborhood safer for its current and new residents. This is a community in which 70% of households don't own a car.

Thank you,
Alan Gerber

From: [Alex Maza](#)
To: [Land Use Testimony](#)
Subject: [EXTERNAL] Support AAMUP Rezoning
Date: Thursday, March 27, 2025 3:42:33 PM

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Hello,

My name is Alex Maza and I live in Crown Heights on the corner of Franklin Avenue and Prospect Place, near the proposed AAMUP rezoning. I'm writing today in **strong support of this proposal** and the much-needed upzoning along Atlantic Avenue. I'm deeply concerned about the ongoing rise in rental prices. Brooklyn—and this area in particular—is in urgent need of more housing. The demand keeps growing, but the supply isn't keeping up, and that's driving prices higher and pushing people out. This project is an important step toward creating the housing we desperately need and addressing the affordability crisis.

That said, I believe we should be going even further. We need even more density than what's currently proposed. The scale of the housing crisis demands bold action, and we cannot afford to miss opportunities to build as much housing as possible in well-connected, transit-rich areas like this one. More housing means more affordability and a better chance for families like mine to stay in New York. As someone who wants to remain in this city long-term and eventually start and raise a family here, I worry about whether that will be possible if housing remains so scarce and expensive.

We need to make sure New York is a place where working people and families can build a future, and that means embracing more density and more housing. I urge the Commission to approve this upzoning—and, if anything, to push for even greater housing capacity along Atlantic Avenue.

Lastly, I am writing in support of the Brooklyn President Reynoso's and Councilwoman Hudson's view that **Atlantic Avenue needs a road diet**, and it needs it fast. There should be a prioritization for transit options, like buses, and for bike lanes.

Thank you,
Alex Maza
Cell: [REDACTED]

From: [Alexander Schwarz](#)
To: [Land Use Testimony](#)
Subject: [EXTERNAL] Letter in Support of Atlantic Avenue Mixed-Use Plan
Date: Monday, March 24, 2025 4:43:04 PM

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I am writing in strong support of the AAMUP. The city has a housing emergency, and more transit-oriented housing is desperately needed, in all five boroughs.

The AAMUP rezoning also presents a generational opportunity to transform Atlantic Avenue — one of the most dangerous streets in the city — and reimagine the streetscape in the project zone. To create a holistic plan for Atlantic Avenue and support thousands of new residents in the area, which spans Crown Heights, Prospect Heights, and Bed-Stuy, it is essential to center street safety for all. The plan should prioritize creating essential public resources, like green space, fast and reliable transit networks, public open space, and safe cycling infrastructure, while addressing the harm caused by the car-centric planning practices of the 20th century.

I urge the City Council to commit to the following alongside the rezoning:

- Implement a road diet on Atlantic Avenue east of Flatbush Avenue;
- Implement pedestrian safety improvements throughout the project zone;
- Install modular bus boarding islands to improve accessibility;
- Redesign Dean and Bergen Streets as bike boulevards;
- Create a north-south running protected bike lane along Vanderbilt Avenue;
- Build out the Underhill Bike Boulevard and Underhill Plaza.

Thank you,

Alexander Schwarz

Testimony of Alison Wilkey, constituent of Council District 35
before the Committee on Zoning and Franchises on

Application number N 250015 ZRK (Atlantic Avenue Mixed Use Plan)

March 28, 2025

Thank you for the opportunity to submit testimony regarding the Atlantic Avenue Mixed Use Plan. As a constituent of District 35, I strongly support efforts to build more affordable housing in New York City. Mandatory Inclusionary Housing is one tool that can help bring more affordable housing. However, I urge the City and the Council to ensure that any plan approval is reaching levels of affordability to meet the need. I also urge the City to use all tools at its disposal to include buildings with subsidized units reaching the deepest affordability levels.

The housing crisis in New York has been fueled by decades of underinvestment in permanent affordable housing for low-income communities and the failure of all levels of government to enact policies to meaningfully reverse this trend. The affordable housing shortage in NYC, particularly for extremely low-income (“ELI”) households, is underscored by stark data revealing the depth of the crisis. According to the National Low Income Housing Coalition’s 2024 report, “The Gap: A Shortage of Affordable Homes,” there is a glaring disparity in the availability of affordable housing: for every 100 ELI households in the New York-Newark-Jersey City, NY-NJ-PA metro area, there are merely 32 affordable and available rental units. In a city where the cost of living far exceeds national averages, and ELI households are defined as those earning 30 percent or less of the area median income (“AMI”), this gap leaves a vast number of residents in precarious housing situations, including many residents and seniors in our District.

The worsening housing precarity in NYC is evidenced by the growing rent burdens borne by its residents. The number of ELI households who were severely rent-burdened (spending more than 50 percent of their income on housing) increased to 74 percent in 2024. This financial strain severely limits the capacity of ELI households to afford other necessities, such as food, healthcare, and childcare. It forces many of them to live in overcrowded conditions – defined as having more than two people per bedroom or more than one person living in a studio apartment. In fact, nearly a quarter (23 percent) of NYC households with at least one child are overcrowded. Given that living in overcrowded conditions is frequently a precursor to homelessness, such statistics portend greater levels of mass homelessness if this affordable housing crisis continues.

The dynamics of NYC’s real estate market have also exacerbated the affordable housing shortage. The city’s median rent has consistently outpaced inflation and income growth, creating an environment where affordable housing becomes increasingly scarce. Rent-stabilized units are particularly difficult to come by. Per the most recent Housing Vacancy Survey, the vacancy rate for rent stabilized units was less than 1 percent in 2023 – down from an already distressingly low 4.6 percent in 2021. More to the point, the vacancy rate for affordable

apartments – those renting for less than \$1,100 per month – was only 0.39 percent. Effectively, there are no affordable apartments left in New York for those who need them most.

Given the worsening housing crisis, any re-zoning plan must use all of the tools available to include the maximum amount of affordable housing and to reach the deepest levels of affordability.

I also urge the City to move forward with a comprehensive plan from the Department of Transportation to re-envision Atlantic Avenue. I am a regular pedestrian, cyclist, and driver; Atlantic Avenue is not safe from any of these perspectives. Cars turning left on Atlantic crossings ignore pedestrians and cyclists. Cars double- and triple- park on Atlantic Avenue, especially at the intersection of Waverly Avenue where a new Chick-Fil-A has opened. Abandoned cars fill the parking spaces.

A reenvisionment of Atlantic Avenue could make it a viable transit corridor for cyclists with the inclusion of a fully protected bike lane. Businesses lining Atlantic Avenue would benefit from pedestrian infrastructure. And traffic calming measures would stop the speeding that is endemic. Any large-scale rezoning must address infrastructure and I urge a re-envisioning of Atlantic Avenue to co-occur with the re-development to shorten the impacts of construction by having the work occur concurrently.

Thank you for the opportunity to submit testimony.

From: [Andrea Gonzales](#)
To: [Land Use Testimony](#)
Subject: [EXTERNAL] NO to AAMUP rezoning
Date: Friday, March 28, 2025 2:39:41 PM

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Hello,

My name is Andrea Gonzales.

I live on Saint Marks Ave and Nostrand living in a rent-stabilized apartment.

I oppose the proposed AAMUP rezoning.

I oppose the rezoning because the so-called "affordable" units will not actually be affordable to people who live in the neighborhood and are experiencing displacement pressures or are unhoused. The vast majority of units built will be NOT be affordable for poor, working class, and middle class families.

By increasing the area's median rent, this proposal will only increase existing displacement pressures that disproportionately harm Black and working-class tenants in our neighborhood.

The rezoning will further encourage landlords to deregulate rent stabilized units and overcharge rent stabilized tenants and maximize rent increases in market units. Our multigenerational, lifelong and longterm community members are what make this neighborhood so great. It's heartbreaking to see folks who are forced to leave because of the increased cost of living.

Landlords are incentivized to neglect the repairs and maintenance of our long-term residents in order to force them out. We're seeing neighbors suffering unfair treatment because they've been living here for longer, while newer residents who are paying more get "first-class" treatment.

I urge you to vote no against the AAMUP rezoning. This proposal will do more harm than good.

--

afg

From: [Andrew Matsuoka](#)
To: [Land Use Testimony](#)
Subject: [EXTERNAL] AAM UP testimony
Date: Saturday, March 29, 2025 5:34:03 PM

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Hi! I was unable to make it to my virtual testimony slot, but these are the remarks I prepared. Thank you!

My name is Andrew Matsuoka, I'm a resident in council district 35. I want to first thank Councilmember Hudson and the city for putting forth this proposal, which I wholeheartedly support. Its an opportunity to provide more affordable homes and jobs for thousands of people in Brooklyn.

I used to live in Atlantic, and now live just down the way in Fort Greene, but I used to pass through that area every day.

I wholeheartedly echo the needs others have expressed to be included in this rezoning:

- Implement a road diet on Atlantic Avenue east of Flatbush Avenue;
- Implement pedestrian safety improvements throughout the project zone;
- Install modular bus boarding islands to improve accessibility;
- Redesign Dean and Bergen Streets as bike boulevards;
- Create a north-south running protected bike lane along Vanderbilt Avenue;
- Build out the Underhill Bike Boulevard and Underhill Plaza.

Importantly, I am asking for a clear commitment from DOT for these streetscape improvements, including a timeline and actual funding allocated for the capital infrastructure work. 7-10 years is ridiculous! Most of the politicians and city workers will turn over by then, that's not a workable timeframe!

The effects of the traffic on Atlantic span beyond just the immediate few blocks, I used to get woken up at 5am by trucks rumbling by outside my window. And when thousands more people will be living along this corridor, its critical we provide the necessary neighborhood improvements, particularly by having clear funding commitments for streetscape safety improvements.

Finally I want to end by again thanking council member Hudson for her leadership here, I think this is an opportunity to improve the lives of thousands if we get it right.

--

Andrew

From: [Andrew Miller](#)
To: [Land Use Testimony](#)
Cc: [Hudson, Crystal](#)
Subject: [EXTERNAL] Atlantic Avenue rezoning
Date: Saturday, March 29, 2025 9:26:38 PM

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Hello,

I was recently informed that there are plans under consideration to remove the B65 and to reduce Atlantic Ave to one lane for more bike lanes. This seems too absurd to be true, as it would tie up traffic for the many residents of our area who rely on the bus or who use cars for their families and cannot afford \$500 a month for a garage. But on the off chance that this is being seriously considered I am writing to voice my strenuous objection to any such plans.

I have two children and rely on bikes, public transportation, AND a car sometimes. There are a lot of people who use cars and they are a part of life for the families who have always been the lifeblood of Brooklyn. We need all forms of transportation and I hope our political and civic leaders are listening to everyone and using common sense rather than listening only to the ideologues at Transportation Alternatives, who most certainly do not reflect the sentiments of most New Yorkers.

Sincerely,

Andrew Miller



Brooklyn, NY 11238

From: [Anne Solmssen](#)
To: [Land Use Testimony](#)
Cc: [Robert Solmssen](#)
Subject: [EXTERNAL] Atlantic Ave rezoning
Date: Saturday, March 29, 2025 10:06:44 PM

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Hello,

My husband Robert (Cc'ed) and I are residents of District 35 and live directly north of Atlantic Avenue.

We are extremely enthusiastic about the rezoning project - we deeply believe it is the right thing for our neighborhood and New York City - and would support rezoning whether or not it comes with safety improvements to Atlantic Ave. With that said, it's very disappointing (and frankly quite confusing) that DOT is claiming it will take 7-10 years to make safety improvements to Atlantic. How can this be?

It is important for us to build more housing and make the street safer - but if for some strange reason that is not possible to achieve - our first priority is rezoning and providing critically needed residential units to fellow New Yorkers.

Anne Solmssen

From: [Avika Talmor](#)
To: [Land Use Testimony](#)
Cc: [Hudson, Crystal](#)
Subject: [EXTERNAL] Atlantic Avenue Mixed-Use Plan
Date: Saturday, March 29, 2025 8:05:57 PM

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Hello,

I hope this email finds you well.

My name is Avika Talmor. My family lives and has lived for 20+ years on Vanderbilt between St. Marks and Bergen. I oppose the proposed AAMUP rezoning.

I oppose the rezoning because the so-called “affordable” units will not actually be affordable to people who live in the neighborhood and are experiencing displacement pressures or are unhoused. The vast majority of units built will NOT be affordable for poor, working class, and middle class families. By increasing the area's median rent, this proposal will only increase existing displacement pressures that disproportionately harm Black tenants in our neighborhood.

The rezoning will further encourage landlords to deregulate rent stabilized units and overcharge rent stabilized tenants and maximize rent increases in market units.

This is not what makes NYC a communal and caring city. I want my family and my neighbors who have been residents in Crown and Prospect Heights to feel safe and heard. Please listen to the voices of these neighborhoods and advocate against the AAMUP rezoning. I urge you to vote no against the AAMUP rezoning. This proposal will do more harm than good.

Thank you for your time.

Best,

Avika Talmor

From: [Ben Read](#)
To: [Land Use Testimony](#)
Subject: [EXTERNAL] Atlantic Avenue Mixed-Use Plan
Date: Sunday, March 30, 2025 12:17:12 PM

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Hello,

My name is Ben, and I'm a member of the Crown Heights Tenant Union.

I'm a tenant living in a rent stabilized apartment, and I oppose the proposed AAMUP rezoning.

I oppose the rezoning because the so-called "affordable" units will not actually be affordable to people who live in the neighborhood and are experiencing displacement pressures or are unhoused. The vast majority of units built will be NOT be affordable for poor, working class, and middle class families. By increasing the area's median rent, this proposal will only increase existing displacement pressures that disproportionately harm Black tenants in our neighborhood.

The rezoning will further encourage landlords to deregulate rent stabilized units and overcharge rent stabilized tenants and maximize rent increases in market units.

I urge you to vote no against the AAMUP rezoning. This proposal will do more harm than good.

Thank you,
Ben

From: [Bob Hunt](#)
To: [Land Use Testimony](#)
Subject: [EXTERNAL] In support of the AAUMP for M-CROWN
Date: Sunday, March 30, 2025 8:52:08 AM

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Hello. I live on Eastern Parkway in Brooklyn and have lived in Brooklyn for 10 years.

I am in full support of the AAUMP. We are in desperate need of more housing in New York City as we lose more population to states such as Texas and Florida, and this the zoning area is in need of redevelopment. I support all kinds of new housing in M-CROWN!

Bob Hunt

Cell: [REDACTED]

From: [Cathleen Caron](#)
To: [Land Use Testimony](#)
Cc: [District35](#); [UNPCH](#); [PHNDC](#)
Subject: [EXTERNAL] AAMUP concerns
Date: Sunday, March 30, 2025 4:06:25 PM

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My name is Cathleen Caron

I live on [REDACTED], very close to Atlantic Avenue.

I've lived here 18 years and own my apartment. I am a member of UNPCH and PHNDC (for one year but did not renew membership).

I oppose the proposed AAMUP rezoning.

Moving the bus from Bergen and Dean to Atlantic Avenue will be a major inconvenience for myself, my family, senior citizens and the disabled in this neighborhood. We rely on bus transportation to get to around. Moving that bus to Atlantic causes a hardship for some people and there is just no justification to do so. It is not good for our neighborhood.

I also oppose the rezoning because the so-called "affordable" units will not actually be affordable to people who live in the neighborhood and are experiencing displacement pressures or are unhoused. The vast majority of units built will be NOT be affordable for poor, working class, and middle class families. By increasing the area's median income rates, this proposal will only increase existing displacement pressures that disproportionately harm current tenants and potential homeowner in our neighborhood.

The rezoning will further encourage landlords to deregulate rent stabilized units and overcharge rent stabilized tenants and maximize rent increases in market units.

Currently along Atlantic and the side streets include din the AAMUP zone, there are many small business, many minority owned. A rezoning will push out these small businesses as they will certainly be evicted to accommodate the high-end buildings that will be built.

By narrowing Atlantic Avenue and increasing the # of apartments, it will surely have a negative impact on this already overburdened neighborhood. Are there plans to address the egress for emergency vehicles and sanitation? How about the impact to sewage, waste removal, infrastructure like gas and electric and transportation? We know the MTA is already overburdened and falling apart with no real improvements in sight.

Yes, we need more housing but this is not the plan that New Yorkers need.

I urge you to vote no against the AAMUP rezoning. This proposal will do more harm than good.

Thank you.
Cathleen Caron

From: [Chad Horner](#)
To: [Land Use Testimony](#)
Subject: [EXTERNAL] AAMUP testimony
Date: Sunday, March 30, 2025 10:45:56 AM

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Hello Land Use Committee, I am a 5+ year resident of Fort Greene, a few blocks from Atlantic Avenue.

I was unable to attend the hearing earlier this week on AAMUP, but I wanted to write in to share my opinion that the Council should move forward with this rezoning. We would all benefit immensely from the thousands of additional housing units that this plan would create. I also urge the Council to pressure the DOT to move faster on the traffic and pedestrian improvements that are a component of the plan (per [this news report](#)).

best,
Chad Horner

From: [Chloe Phitoussi](#)
To: [Land Use Testimony](#)
Subject: [EXTERNAL] I support the AAMUP rezoning
Date: Thursday, March 27, 2025 5:42:55 PM

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Hi,

I'm writing to urge the city council to approve the AAMUP rezoning with as much housing as possible.

Thank you,
Chloe Phitoussi.

From: [Chrissy Kanellos](#)
To: [Land Use Testimony](#)
Subject: [EXTERNAL] Oppose Atlantic Avenue Rezoning and Transportation Changes – Protect Our Community
Date: Saturday, March 29, 2025 3:47:34 PM

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Dear City Council Members,

I am writing as a concerned resident to express my strong opposition to the proposed rezoning and transportation changes planned for Atlantic Avenue. The current plan fails to represent the true needs of Central Brooklyn's diverse community and will cause irreparable harm.

The data shows that only 270 people participated in the feedback sessions — out of over 100,000 residents. This is not real community input. The majority of our neighbors were excluded from the process, especially seniors, disabled residents, working families, and small business owners who will be most affected.

I am especially alarmed by the proposed removal of two lanes of traffic and significant parking along Atlantic Avenue, and the displacement of the Bergen bus line, which is vital for seniors and disabled community members. These changes will:

- Worsen congestion and traffic on Atlantic and nearby streets
- Make it harder for small businesses to survive
- Displace longtime residents by raising rents and costs
- Eliminate accessible transit options for the most vulnerable

We need a development plan that centers affordable housing, small business preservation, and transportation access, not one that prioritizes developers and private bike share companies like CitiBike.

I urge you to vote NO on this rezoning plan and insist on a community-led process that truly reflects the voices of Central Brooklyn residents.

Sincerely,

Chrissy Kanellos

Christopher Leon Johnson 3/28/2025

[REDACTED]
Brooklyn NY 11213
[REDACTED]
[REDACTED]

To Chair Rafael Salmamaca, Chair Kevin C Riley, Council members Crystal R Hudson and Chi Osse.

Hello my name is Christopher Leon Johnson and I am a former member of Brooklyn Community Board 8 from 2024-2024 and I am making this letter out to the city council showing my support for the Atlantic Avenue Mixed use plan. I wasn't able to testify at the hearing in person or virtually because I was at St Francis College for the E-Sports Center opening.

I want to show my support for the plan because we need infrastructure for the Deliveristas and the street vendors in the area. We need to change up the Atlantic Avenue Street design because it's wide and dangerous especially right outside the barclays center. I hope it goes through. Thank you. Appreciate it.

Sincerely

Christopher Leon Johnson


From: [Dan Miller](#)
To: [Land Use Testimony](#)
Subject: [EXTERNAL] Please support AAMUP rezoning, and maximize housing in the area
Date: Thursday, March 27, 2025 2:54:36 PM

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Dear Members of the Council,

I'm writing as a former resident of Brooklyn CB8; I moved in 2022, in no small part due to high prices. I urge you to pass the AAMUP proposal, and maximize the amount of housing that the neighborhood can build. New York is mired in a housing shortage, with a record-low vacancy rate and enormous pressure on the existing housing stock. Building more housing of all types is crucial to alleviating this shortage--market-rate and affordable housing are both key to ensuring that more families like mine can stay in the city.

This proposal has taken far too long as it is, being worked on in one form or another since the early 2010s. Now that we've put in all this work, let's make sure we get as much housing as possible out of it--please pass the proposal, and streamline the process so that we can build housing more quickly than we have so far. Our current process has led to the intolerable status quo; we need to build faster and in higher quantities. Do the right thing and get this done.

Sincerely,
Dan Miller
Queens Volunteer Leader, Open New York

Astoria NY 11103

From: [Deirdre Levy](#)
To: [Land Use Testimony](#)
Cc: [Hudson, Crystal](#)
Subject: [EXTERNAL] Atlantic Ave. Mixed Use Plan
Date: Saturday, March 29, 2025 5:02:53 PM

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My name is Deirdre Levy.

I live near Carlton and Dean.

I'm a tenant living in a rent stabilized apartment.

I oppose the proposed AAMUP rezoning.

I oppose the rezoning because the so-called "affordable" units will not actually be affordable to people who live in the neighborhood and are experiencing displacement pressures or are unhoused. The vast majority of units built will be NOT be affordable for poor, working class, and middle class families. By increasing the area's median rent, this proposal will only increase existing displacement pressures that disproportionately harm Black tenants in our neighborhood.

The rezoning will further encourage landlords to deregulate rent stabilized units and overcharge rent stabilized tenants and maximize rent increases in market units.

In my experience, I am special education teacher at PS9 and I have a disability. Accessibility and affordability are important issues for me.

I urge you to vote no against the AAMUP rezoning. This proposal will do more harm than good.

--

Deirdre Levy
K-2 Self Contained Special Education Classroom Teacher,
New York City Public Schools
Former City Council Candidate - District 35 Brooklyn
M.S. Special Education
Pace University
M.S. Higher Education Administration
B.A. Public Policy & International Affairs
University at Albany

www.donorschoose.org/Ms.D.Levy



From: [Deni D](#)
To: [Land Use Testimony](#)
Cc: [District35](#); [UNPCH](#); [PHNDC Members list](#)
Subject: [EXTERNAL] I Oppose AAMUP
Date: Sunday, March 30, 2025 8:03:02 AM

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My name is Denise DeYonker

I live on Underhill Ave and St Marks near Atlantic, between Vanderbilt and Nostrand). I've lived here 25 years and own my apartment. I am a member of UNPCH and PHNDC.

I oppose the proposed AAMUP rezoning.

I oppose the rezoning because the so-called “affordable” units will not actually be affordable to people who live in the neighborhood and are experiencing displacement pressures or are unhoused. The vast majority of units built will be NOT be affordable for poor, working class, and middle class families. I could never afford to live here if I was a young person buying an apartment. By increasing the area's median income rates, this proposal will only increase existing displacement pressures that disproportionately harm current tenants and potential homeowner in our neighborhood.

The rezoning will further encourage landlords to deregulate rent stabilized units and overcharge rent stabilized tenants and maximize rent increases in market units.

Moving the bus from Bergen and Dean to Atlantic Avenue will also be a major inconvenience for Senior citizens and the disabled in this neighborhood. We rely on bus transportation to get to and from work, doctors appointments and shopping.

By narrowing Atlantic Avenue and increasing the # of apartments, it will surely have a negative impact on this already overburdened neighborhood. Did you think of the increased congestion this will bring? What will happen to egress for emergency vehicles and sanitation. And, what about the impact to sewage, waste removal, infrastructure like gas and electric and transportation? As you know, the MTA is already overburdened and falling apart with no real improvements in sight.

Yes, it should be safer for the minority of bicyclists to ride. But increasing congestion and inconveniencing everybody else is not good planning. Have you thought about Senior citizens who are majority voters and the fastest growing majority in the city? I think not.

I urge you to vote no against the AAMUP rezoning. This proposal will do more harm than good.

Denise DeYonker

From: [DeVaughn Copeland Jr](#)
To: [Land Use Testimony](#)
Cc: [Hudson, Crystal](#)
Subject: [EXTERNAL] ATLANTIC AVE RE ZONING
Date: Sunday, March 30, 2025 9:46:40 AM

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Good morning,

I recently learned that despite CB8's previous vote against the proposed alterations, there are still efforts to gentrify this neighborhood. I oppose these proposed changes because it is absurd to believe that moving a vital bus route to make way for an unutilized bike boulevard and changing the traffic patterns on Atlantic Avenue—which is traversed by truckers, who are the backbone of this nation, delivering our goods to us on time—will somehow make this community better. For the benefit of those who do not already believe that this community is beautiful in its current state, this is merely gentrification and a “beautification” effort. To what extent can this community tolerate further gentrification and silencing? The belief that "gentrifiers will gentrify whether I want them to or not" has made people in this community so weary that they don't even bother to come and express their concerns. I beg you today to shift the narrative and stop continuing this complete disrespect and scorn for this community and its people's voice.

Regards,
Devaughn Copeland Jr

From: [Dory Thrasher](#)
To: [Land Use Testimony](#)
Subject: [EXTERNAL] AAMUP Street Design Improvemnts
Date: Friday, March 28, 2025 10:51:11 PM

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Hello,

My name is Dory Thrasher, I live at the intersection of Prospect Place and Classon Avenue.


I'm really excited about the Atlantica Avenue Mixed Use Plan -- it's a neighborhood-changing opportunity to make this area more livable, more beautiful, and home to more neighbors. I'm writing to ask the New York City Council to commit to urgently-needed street safety improvements along and near Atlantic Avenue to make sure that the AAMUP is a success and that all the residents and visitors to Prospect Heights/Crown Heights/Bed Stuy are safe and that their experience in the neighborhood is positive.

I am asking for the following to be included in the Points of Agreement alongside the rezoning:

- * A road diet on Atlantic Avenue east of Flatbush
- * Pedestrian safety improvements throughout the project zone, including hardened daylighting at all intersections
- * Modular bus boarding islands
- * A bike boulevard on Bergen and Dean
- * a north-south protected bike lane on Vanderbilt
- * a southbound protected bike lane on Franklin Ave
- * More improvements to the Underhill bike boulevard

As I walk around the area with my two small kids, to go to and from school and to visit friends, I wish again and again for changes to the streetscape to allow us to walk, bike, linger, and play with ease, without fearing for our lives when we cross the street or bike across Atlantic Avenue. Now is a wonderful opportunity to make these improvements.

Thank you for your consideration,
Dory Thrasher

 NY, 11238

From: [Dustin Goldman](#)
To: [Land Use Testimony](#)
Subject: [EXTERNAL] Atlantic Avenue Mixed-Use Plan
Date: Thursday, March 27, 2025 10:37:08 PM

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Hello,

I am writing as a father of a kindergartener in Park Slope, Brooklyn. As a parent, the times I am most afraid for my kid are when she is a pedestrian or a cyclist in this car-crazed city.

Any time we cross a street or even wait too close to the street on a corner, I am nervous wreck in fear for a speed or errant car.

The project to rezone Atlantic Avenue is once in a generation opportunity to take one of the most dangerous streets in Brooklyn and make it safer for everyone. It is time re-imagine Atlantic Avenue for the 2020s instead of the 1950s.


I strongly urge that the council commit to some key changes on the roadway while rezoning:

- * pedestrian safety improvements
- * a “road diet” for everything East of Flatfish
- * bus boarding islands to make busses more accessible
- * redesign Dean & Bergen to be Bike Boulevards (many families use these streets to commute with kids on cargo bikes)
- * Vanderbilt needs a North/South protected bike lane
- * Underhill Plaza needs more support, and we need an Underhill Bike Boulevard

Thank you for your consideration.

Best,

Dustin Goldman


Brooklyn, NY 11217

From: [Emma Turzillo](#)
To: [Land Use Testimony](#)
Subject: [EXTERNAL] Written Testimony re Atlantic Ave AAMUP Streetscape Improvements
Date: Friday, March 28, 2025 2:01:38 PM

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To whom it may concern,

The AAMUP rezoning presents a generational opportunity to transform Atlantic Avenue — one of the most dangerous streets in the city — and reimagine the streetscape in the project zone. To create a holistic plan for Atlantic Avenue and support thousands of new residents in the area, which spans Crown Heights, Prospect Heights, and Bed-Stuy, it is essential to center street safety for all. The plan should prioritize creating essential public resources, like green space, fast and reliable transit networks, public open space, and safe cycling infrastructure, while addressing the harm caused by the car-centric planning practices of the 20th century.

I urge the City Council to commit to a timeline that reflects the urgent need for street safety improvements in the area and the funding needed both for the project design and actual implementation. I am asking for the following streetscape improvements to be included in the Points of Agreement alongside the rezoning:

- Implement a road diet on Atlantic Avenue east of Flatbush Avenue;
- Implement pedestrian safety improvements throughout the project zone, including hardened daylighting of all intersections;
- Install modular bus boarding islands to improve accessibility;
- Redesign Dean and Bergen Streets as bike boulevards;
- Create a north-south running protected bike lane along Vanderbilt Avenue;
- Build out the Underhill Bike Boulevard and Underhill Plaza.

We can't afford to wait 6 to 10 years for these already overdue street safety improvement projects and capital infrastructure changes. I urge the City Council to ensure DOT has the funding and staffing to make sure we can make our streets safer much sooner.

Thank you,
Emma Turzillo

From: [Gib Veconi](#)
To: [Land Use Testimony](#)
Cc: [Hudson, Crystal](#); [Wright, Andrew](#); [Paul, Brian](#); "I Weatherspoon"; SRWeddCB8@hotmail.com
Subject: [EXTERNAL] Atlantic Avenue Mixed-Use Plan // response to DCP testimony
Date: Sunday, March 30, 2025 6:21:19 PM

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Hello:

I was present at the Zoning and Franchises Subcommittee hearing on Thursday to testify regarding the Atlantic Avenue Mixed-Use Plan (AAMUP). Prior to public testimony, representatives from the Department of City Planning answered questions from the Subcommittee members, as well as those from Council Members Hudson and Osse. I would like to respond to two points made by Alex Sommer, Director of the DCP Brooklyn Office.

Mr. Sommer stated that a [2018 report](#) by DCP found that light industrial and residential uses were difficult to combine on the kind of lots that are typical in the AAMUP rezoning area. He said that to be viable, such lots would need to be very large, and have two to three block exposures. He cited the challenges supporting loading docks, commercial lobbies and residential lobbies. Mr. Sommer did not mention that DCP's 2018 report included a case study based upon a 30,000 square foot lot in the AAMUP rezoning area (pp. 13 and 18), which found that the lot "not to be feasible under current market conditions in both aggressive and conservative scenarios." After the report's release, Brooklyn Community Board 8 followed up with DCP to ask what return to the developer it assumed for feasibility. A DCP representative told us that the analysis looked for a return of 15%, which developers have told me is high. In fact, the lot in question was later the subject of a [private ULURP application](#) that included light manufacturing and retail uses, consistent with CB8's M-CROWN vision. This demonstrates that a mixed-use building on the site was considered viable by a real-world applicant.

Mr. Sommer also justified the removal of half of the manufacturing square footage proposed in the 2018 M-CROWN zoning framework from the 2023 AAMUP framework by claiming that during AAMUP community engagement, DCP received "significant pushback" on maintaining manufacturing space. Having attended each of the AAMUP housing workshops in 2023, I can say that the calls for more residential development came from YIMBY activists living outside of the AAMUP study area, who were in some cases members of the Open New York organization which receives funding from the real estate lobby. The fact that the local community wants to see manufacturing expanded should be apparent from the AAMUP [recommendations](#) passed by Community Board 8, which begin with a call to create incentives for light-industrial uses in mixed-use buildings.

In sum, while I respect the knowledge and experience of the members of the Department of City Planning who testified on Thursday, it has been my experience that DCP staff often

present analyses that support the Department's own objectives based on limited information, even when clear evidence exists that such information is incomplete. For that reason, testimony by the Department on behalf of other stakeholders, be they developers or community members, should not be assumed to be an accurate representation of those stakeholders' perspectives.

Thank you for the opportunity to expand my testimony with these written comments.

Gib Veconi

From: [Grace P](#)
To: [Land Use Testimony](#)
Subject: [EXTERNAL] Atlantic Avenue Rezoning Testimony March 27 2025
Date: Thursday, March 27, 2025 1:51:24 PM

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Dear NYC City Council Land Use Committee:

I am an individual resident that lives in Fort Greene/Clinton hill for 10 years and that will be directly impacted by the Atlantic Ave rezoning-I support the plan because the neighborhood has become deeply unaffordable for many due to rising housing costs. Anecdotally from my experience, many families have moved from the neighborhood as those who are not fortunate to have relatively fixed housing costs have been quickly priced out. Zoning plans won't change the city's housing crisis overnight but providing for greater affordable housing inventories may alleviate it and this plan provides such an opportunity, especially if they are concentrated along atlantic avenue itself.

I also support a redesign of the street of atlantic avenue itself-the pedestrian space for walking is far too narrow and should be widened. I also understand atlantic avenue is a main thoroughfare for vehicular traffic--I would ask that any proposals for redesign of the atlantic avenue also be considered with the flatbush ave redesign as all traffic would be impacted. I would also caution the committee from special interest groups that vehemently urge the reduction of any traffic lanes to be transformed into bike/micromobility lanes--Bergen\Dean and other neighboring streets already provide a biking pathway for such users. Furthermore, I want to note that the relative use of bikes as a mode of transportation is low in this area.

In sum, I support the Atlantic Avenue mixed used plan that lays the groundwork for the rezoning and redesign of the area.

Thank you
Grace Pyun

From: [I Alexei Martinez](#)
To: [Land Use Testimony](#)
Cc: [Hudson, Crystal](#)
Subject: [EXTERNAL] Atlantic Avenue Mixed-Use Plan
Date: Saturday, March 29, 2025 10:07:34 PM

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My name is I.A. Martinez,

I am a long-time resident of Underhill Avenue, just a block away from Atlantic Avenue.

I strongly OPPOSE the proposed AAMUP rezoning.

I oppose the rezoning because the so-called “affordable” units will not actually be affordable to people who live in the neighborhood and are experiencing displacement pressures or are unhoused. The vast majority of units built will be NOT be actually affordable for poor, working class, and middle-class families. By increasing the area's median rent, this proposal will only increase existing displacement pressures that disproportionately harm Black and Brown tenants and residents in our neighborhood.

The rezoning will further encourage landlords to deregulate rent stabilized units and overcharge rent stabilized tenants and maximize rent increases in market units. The area has already experienced this with the most recent buildings that went up on Dean Street. Instead of affordable housing and a public park, we got a high-priced Chelsea Piers gym and dog parks for the tenants of those new buildings. The Prospect Height-Crown Heights-Clinton Hill area feels less like home to those of us who have lived here over 20 years. It is certainly less affordable.

I urge you to vote NO against the AAMUP rezoning. This proposal will do more harm than good.

Thank you,
I.A. Martinez

From: [Iain McDavid](#)
To: [Land Use Testimony](#)
Subject: [EXTERNAL] Atlantic Avenue Mixed-Use Plan
Date: Saturday, March 29, 2025 11:21:14 PM

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Hello,

My name is Iain McDavid, and I am a member of the Crown Heights Tenant Union. I rent an unregulated apartment in the neighborhood, and I oppose the proposed AAMUP rezoning.

I oppose the rezoning because the so-called affordable units will not actually be affordable to the people who live in the neighborhood. By increasing the area's median rent, this proposal will only increase existing displacement pressures that disproportionately harm Black tenants in our neighborhood. Indeed, the vast majority of units built will not be affordable for poor, working class, and middle-class families.

The rezoning will further encourage landlords to deregulate rent stabilized units and overcharge rent stabilized tenants and maximize rent increases in market units. This is an untenable proposition at a time when rents are already incredibly high.

I urge you to vote no against the AAMUP rezoning. This proposal will do more harm than good for residents in our community.

Iain

From: [Jerry Risius](#)
To: [Land Use Testimony](#)
Cc: [Hudson, Crystal](#)
Subject: [EXTERNAL] AAMUP rezoning is wrong!
Date: Saturday, March 29, 2025 2:24:31 PM

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My name is Jerry Risius

I live on St. Mark's Avenue and Vanderbilt in Prospect Heights.

I oppose the proposed AAMUP rezoning.

I oppose the rezoning because the so-called "affordable" units will not actually be affordable to people who live in the neighborhood and are experiencing displacement pressures or are unhoused. The vast majority of units built will NOT be affordable for poor, working class, and middle class families. By increasing the area's median rent, this proposal will only increase existing displacement pressures that disproportionately harm Black and Brown tenants in our neighborhood.

The rezoning will further encourage landlords to deregulate rent stabilized units and overcharge rent stabilized tenants and maximize rent increases in market units.

In my experience, this kind of understudied gentrification causes a lot of friction between the long-time residents (we have been here since the mid-1990s) and the newer crowds that mostly come in as agitators from outside neighborhoods as political activists and they are not people who have lived here nor have they experienced life in PH/CH over generations.

I urge you to vote no against the AAMUP rezoning. This proposal will do more harm than good.

I trust you will do the right thing and keep our neighborhood from becoming a commercial runaway market for the deep-pocketed contributors. It is TIME to stand up to BIG money for a change!

Thank you!

Jerry Risius

Director/Cinematographer



From: [Joseph Frazier](#)
To: [Land Use Testimony](#)
Subject: [EXTERNAL] AAMUP hearing 3/27
Date: Sunday, March 30, 2025 1:08:03 PM

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Hello,

I've lived in Prospect Heights on Underhill Avenue since 2015, and I frequently travel across Atlantic Avenue.

The AAMUP rezoning gives us a once-in-a-lifetime chance to make big changes to Atlantic Avenue. Right now, it's one of the most unsafe streets in our city. This project lets us think about how the street looks and works in the area being rezoned. This area includes parts of Crown Heights, Prospect Heights, and Bed-Stuy.

To make a good plan for Atlantic Avenue and help the many new people who will live here, we must make street safety the most important thing for everyone. The plan should focus on creating important public things we all need. This includes more green spaces, faster and easier ways to use public transportation, open areas for everyone to enjoy, and safe paths for bikes. We also need to fix the problems caused by how streets were planned in the past, which focused too much on cars.

I really hope the City Council will promise to do the following things along with the rezoning:

- **Change the road layout** on Atlantic Avenue east of Flatbush Avenue to make it safer. This might mean fewer car lanes.
- **Make improvements to keep people walking safer** in the whole project area.
- **Put in bus stops that are easier to use**, especially for people with disabilities. These might be like small platforms that make it simpler to get on and off the bus.
- **Change Dean and Bergen Streets** to be bike boulevards, where bike riders have priority and cars drive more slowly.
- **Create a protected bike path** that goes north and south along Vanderbilt Avenue. This would have a barrier to keep bikes separate from cars.
- **Finish building out the Underhill Bike Boulevard and the Underhill Plaza**, which are already planned to be better for bikes and people.

It's very important that I get a clear promise from the Department of Transportation (DOT) that these street improvements will happen. This promise should include a **timeline** that shows they understand how urgently these safety changes are needed. It should also show that **money has been set aside** to pay for building these new things.

Thank you,
Joseph Frazier

From: [Julie K. Smitka](#)
To: [Land Use Testimony](#)
Subject: [EXTERNAL] About the Atlantic Avenue Mixed-Use Plan
Date: Friday, March 28, 2025 8:49:35 PM

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Hello,

My name is Julie K. Smitka. I'm a tenant living in a rent stabilized apartment on Park Place. I'm a member of the Crown Heights Tenant Union, and I'm emailing because I oppose the proposed AAMUP rezoning.

I oppose the rezoning because the "affordable" units will not actually be affordable to people who live in the neighborhood and are experiencing displacement pressures or are unhoused. The vast majority of units built will be NOT be affordable for poor, working class, and middle class families. By increasing the area's median rent, this proposal will only increase existing displacement pressures that disproportionately harm Black tenants in our neighborhood.

The rezoning will further encourage landlords to deregulate rent stabilized units, overcharge rent stabilized tenants, and maximize rent increases in market units.

I urge you to vote against the AAMUP rezoning.

Thank you,

Julie K. Smitka
Brooklyn, NY (UTC-04:00)



From: [Kathy Park Price](#)
To: [Land Use Testimony](#)
Subject: [EXTERNAL] AAMUP
Date: Thursday, March 27, 2025 8:04:44 PM

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Hello,

The AAMUP rezoning presents a generational opportunity to transform Atlantic Avenue — one of the most dangerous streets in the city — and reimagine the streetscape in the project zone. To create a holistic plan for Atlantic Avenue and support thousands of new residents in the area, which spans Crown Heights, Prospect Heights, and Bed-Stuy, it is essential to center street safety for all. The plan should prioritize creating essential public resources, like green space, fast and reliable transit networks, public open space, and safe cycling infrastructure, while addressing the harm caused by the car-centric planning practices of the 20th century.

I urge the City Council to commit to a timeline that reflects the urgent need for street safety improvements in the area and the funding needed both for the project design and actual implementation. I am asking for the following streetscape improvements to be included in the Points of Agreement alongside the rezoning:

- Implement a road diet on Atlantic Avenue east of Flatbush Avenue;
- Implement pedestrian safety improvements throughout the project zone, including hardened daylighting of all intersections;
- Install modular bus boarding islands to improve accessibility;
- Redesign Dean and Bergen Streets as bike boulevards;
- Create a north-south running protected bike lane along Vanderbilt Avenue;
-

Build out the Underhill Bike Boulevard and Underhill Plaza.

We can't afford to wait 6 to 10 years for these already overdue street safety improvement projects and capital infrastructure changes. I urge the City Council to ensure DOT has the funding and staffing to make sure we can make our streets safer much sooner.

Kathy

From: [Katya Willard](#)
To: [Land Use Testimony](#)
Subject: [EXTERNAL] Written Testimony on Atlantic Avenue Mixed-Use Plan
Date: Thursday, March 27, 2025 11:20:36 AM

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Hello,

I am writing to share written testimony on the [Atlantic Avenue Mixed-Use Plan](#).

I live in the neighborhood and have for ten years, at the NE corner of Washington Ave and Atlantic Avenue.

I very much support the Atlantic Avenue Mixed-Use Plan. My biggest priorities are to have safer streets and sidewalks and to lower housing costs. I frequently cross and walk along Atlantic Avenue with my 1 year old son, and I fear not being able to use the sidewalk because of car parking on the sidewalks. We frequently see cars driving too fast down Atlantic Avenue, and it can be scary to cross the street with him when turning traffic is aggressive.

I also bicycle often, and would love to see high quality, protected bike lanes along this route.

I also want to see more housing here, as I like having new neighbors, and I'd like for housing costs to come down.

Thank you, and I hope you will pass the zoning change.
Katya Willard

From: [Kendall Johnston-Legg](#)
To: [Land Use Testimony](#)
Subject: [EXTERNAL] AAMUP hearing 3/27
Date: Thursday, March 27, 2025 9:15:21 PM

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Hi there,

My name is Kendall and I am a resident of District 36 -- I live one block from Atlantic Avenue at Brevoort Pl and Franklin Ave.

I'm writing because the AAMUP rezoning presents a generational opportunity to transform Atlantic Avenue (one of the most dangerous streets in the city) and reimagine the streetscape in the project zone. It is essential to center street safety for all while we plan to support thousands of new residents in the area.

The plan should prioritize creating essential public resources, like green space, fast and reliable transit networks, public open space, and safe cycling infrastructure, while addressing the harm caused by the car-centric planning practices of the 20th century.

I urge the Council to commit to a timeline that reflects the urgent need for street safety improvements in the area and the funding needed both for the project design and actual implementation. I am asking for the following streetscape improvements to be included in the Points of Agreement alongside the rezoning:

- Implement a road diet on Atlantic Avenue east of Flatbush Avenue;
- Implement pedestrian safety improvements throughout the project zone, including hardened daylighting of all intersections;
- Install modular bus boarding islands to improve accessibility;
- Redesign Dean and Bergen Streets as bike boulevards;
- Create a north-south running protected bike lane along Vanderbilt Avenue;

- Build out the Underhill Bike Boulevard and Underhill Plaza.

We can't afford to wait 6 to 10 years for these already overdue street safety improvement projects and capital infrastructure changes. I urge the City Council to ensure DOT has the funding and staffing to make sure we can make our streets safer much sooner.

Thank you,
Kendall Johnston-Legg
Resident of District 36 (Bed-Stuy)

From: [Lily Jue](#)
To: [Land Use Testimony](#)
Subject: [EXTERNAL] Atlantic Avenue Mixed-Use Plan
Date: Saturday, March 29, 2025 7:57:25 PM

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Hello,

My name is Lily Sheng, I live on Atlantic Ave between Washington and Grand.

I'm a tenant living in a 3 story apartment building. I oppose the proposed AAMUP rezoning. I oppose the rezoning because the so-called "affordable" units will not actually be affordable to people who live in the neighborhood and are experiencing displacement pressures or are unhoused. The vast majority of units built will NOT be affordable to poor, working class, and middle class families. By increasing the area's median rent, this proposal will only increase existing displacement pressures that disproportionately harm Black tenants in our neighborhood.

The rezoning will further encourage landlords to deregulate rent stabilized units and overcharge rent stabilized tenants and maximize rent increases in market units.

I urge you to vote no against the AAMUP rezoning. This proposal will do more harm than good.

Best,
Lily

From: [Loreto Dumitrescu](#)
To: [Land Use Testimony](#)
Cc: [Hudson, Crystal](#); [Osse, Chi](#)
Subject: [EXTERNAL] Testimony Regarding AAMUP Rezoning Plans
Date: Saturday, March 29, 2025 9:37:16 PM

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Greetings,

My name is Loreto Dumitrescu and I am a longtime resident of Prospect Heights and a member of United Neighbors of Prospect and Crown Heights (UNPCH). I am submitting a testimony on behalf of our members as follows:

UNPCH would like to urge that affordable housing be prioritized and that construction on city owned property be built before allowing market rate building to be constructed. In addition, we urge for the scope of new market rate apartments to be scaled back as is often cited within the planning document, there is a lack of open space available to meet such a drastic increase in residents.

AAMUP will impact 63 small businesses with unclear ways of how these business owners will be supported. We urge AAMUP to implement the recommendations made by CB8 to better support the business community through this transition. We also feel that the Open Streets funding being requested annually to support Vanderbilt Open Streets should not be taken from the SBS and instead be used towards continued support of relocated and incoming businesses. AAMUP only covers Vanderbilt between Atlantic and Pacific and funds should not be allocated for spaces that are not part of this zoning scope.

In addition, this area will be heavily reliant on the C train; as the A train does not stop at the Washington or Franklin Avenue stops. This puts a tremendous strain on the transportation system with unclear solutions or timelines being proposed by the MTA to resolve this inefficient line. We request that market rate housing be allowed only after the MTA has a clear timeline, budget, and initiated some of the remediation measures before allowing for additional building.

We also ask that any modifications to public transportation not move the B65 bus line to Atlantic Avenue. Community Board 8 EST has also agreed that this bus line is vital to the community and should not be moved. This is the only bus line that travels through Prospect Heights, giving seniors and students access to a bus line without having to cross Atlantic

Avenue. A senior housing complex is slated to be built along Dean Street which would greatly benefit from having this bus line at its current location. We support the safety of all modes of transportation but ask that any bike interventions along the Bergen/ Dean routes do not impact bus travel. In 2024, there were almost 696,000 rides along that route.

Atlantic Avenue would benefit from wider sidewalks as being proposed by recessing new buildings. We support the addition of green canopies along the length of Atlantic Avenue and other street scaping to ensure pedestrian safety for all. AAMUP testimony at various hearings and working groups as well as BP Reynoso's input included placing a road diet on Atlantic Avenue. We strongly urge that any such intervention be made after DOT conducts a thorough study on the traffic impact not only to this major east- west connecting road but also to adjacent roads and communities. As we have witnessed with the closing of Vanderbilt during open streets, closures in one location lead to spillover traffic in others and may also impact fire and emergency vehicle travel. We do not support the creation of a bike lane on Atlantic Avenue. As an alternative, Pacific Street is not a heavily trafficked street and runs parallel the length of Atlantic.

Additionally, we ask that any daylighting measures ensure that intersections that contain storm drains do not include bollards, rocks and planters. Placement of these items, impact sanitation from being able to successfully clear these drains; a most important function given the severe rainfall we have been experiencing over the past years. Currently, the DOT is spending taxpayer money on procurement and maintenance of these features; replanting plants multiple times a year and frequent watering. In some instances, the plants that are planted obstruct driver's views, negating the point of daylighting in the first place. If the thinking is that cars will park in these daylighting locations, perhaps coordinating fines for offenders would be a revenue generating solution instead. The speed cameras along Atlantic Avenue have been incredibly effective at lowering the speed at which cars travel.

We fully support funding the repair and expansion of existing playgrounds and parks. As the community seeks to find innovative solutions to creating additional open spaces, we ask that any modifications made to the now closed Lowry Triangle include feedback from the residents of that street. In addition, modifications should ensure that emergency vehicles have access to these residences.

Thank you so much for your time and consideration.

All the best,

Loreto Dumitrescu

United Neighbors of Prospect and Crown Heights

Lucy Koteen



To the Landuse Committee:

I am deeply opposed to the rezoning of Atlantic Avenue. I live in Fort Greene not far from Atlantic Avenue and use it as a means to get to the JFK airport, other parts of Brooklyn and to patronize businesses along Atlantic Avenue that have been there for many many years and that have established clientales.

Atlantic Avenue is a main thoroughfare for commerce and for the public that extends from one end of Brooklyn to another. It does not belong to any one community board or any city council district. It is a highly important road for trucks to transfer goods and services. Recently we often see a lane removed by construction vehicles for new building construction on the Avenue. This causes traffic congestion and delays. The idea of removing a lane and having massive construction taking place leaves one active lane for all the commerce that travels on that road including the many taxis going to the airport. Delays cost money and great frustration and massive congestion throughout the area. Any discussion of changes to Atlantic Avenue should involve all of Brooklyn, all the businesses located there and all of the commercial businesses that depend on the avenue for commerce including the taxi companies. It is an important route for emergency vehicles.

Streets are built and maintained by all the tax payers in the city and do not belong to any one sector.

There are many established businesses along Atlantic Avenue. They have an established clientele and closing them down and placing them somewhere else, means a loss of business. That would mean job loss for the area and loss of clientele for the businesses. These businesses cover a range of jobs at all income levels.

Be aware that there are thousands of new units recently completed in the area and thousands more in construction that need to be filled. Adding thousands of more units will create further displacement of the diversified population throughout the area and create harmful competition to fill all the new building units, some of which include "affordable" units. And we all know that they are not affordable to those most in need of a place to live.

Gentrification has had a profound impact on the whole area. Fill up all these empty units before building thousands more. We are already surrounded by towers blocking the sun where before we did not have shadows.

What an insult to the 1000s of people who use the Bergen Street bus to even consider creating a bike route and eliminating the Bergen Street bus route that so many people including the elderly, the diabled, families, students and low income people depend on.

The rezoning proposed would be a disaster for the area and harm all of Brooklyn. Do not let it happen.

From: [Lynda Balsama](#)
To: [Land Use Testimony](#)
Subject: [EXTERNAL] AAMUP testimony
Date: Thursday, March 27, 2025 1:12:17 PM
Attachments: [image.png](#)

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Good morning, thank you for the opportunity to speak. My name is Lynda Balsma, I'm a community organizer with United Neighbors of Prospect and Crown Heights or UNPCH. I'm asking Councilmember Hudson, City Council and Mayor Adams to not to allow this rezoning of Atlantic ave go through as being presented. While I appreciate the goals of this rezoning of bringing new jobs and affordable housing 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 Ave.

I agree Atlantic Ave 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 AAMUP 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 we're being told today when the Barclay center and Atlantic yards redevelopment went through. It would mean good jobs and affordable housing. 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 the generational families of Prospect Heights. These new residents instead have focused on building a new community in Prospect Heights for themselves to the harm and detriment of many of the people who have called this area home for generations. One notable result of the redevelopment of Atlantic yards and the many new highrises has been the steep rise in commercial space rents, to the point of being out of reach of mom and pop shops, which have been forced to close. Small businesses have long been the path for many families, including my own, from working class to middle class. Our members have been told there is no data to support the increase of rents in PH are tied to the new highrises, but our lived experience is data, it's just not being written down.

Cities like Paris recognize the importance of the middle and working class to the city's culture and protect their ability to remain and thrive by not only subsidizing housing in the city center, but also subsidizing commercial space. It's my understanding that AAMUP, if allowed

through, is projected to directly displace 63 small businesses and hundreds of residents and move 15,000 NEW residents to the area.

We can argue over the inevitability of change, but I'm here to say the history and people of these Central Brooklyn neighborhoods are important, they matter to our city, and they need to be protected and preserved. Central Brooklyn has been an incubator of excellence in art, fashion, music, film, civics, education and medicine for generations. If the city allows new market rate high-rises to be built with AMI still well above local incomes, you will destroy something that can never be recreated.

Councilmembers Hudson and Osse I appreciate your advocacy for more deeply affordable housing. Because it seems clear that much of the new highrise housing proposed is NOT being built for the people who grew up here, who want to raise their own families here, open their own business here, or to grow old here. Even though CB8 voted not to do so, Transportation Alternatives is still lobbying to move the vital Bergen bus line hundreds of disabled people rely upon, to build yet another bike blvd to the benefit of Citibike. In his review, BP Reynoso demanded DOT commit to a road diet for Atlantic Ave by removing more parking and removing 2 lanes of traffic from Atlantic Ave. Anyone who uses Atlantic now knows the current lack of parking means there is a good deal of double parking, effectively reducing six lanes to four. I don't have to tell anyone who lives or works in Central Brooklyn what a nightmare removing more parking and 2 more traffic lanes will be, especially with double parked construction vehicles at these new construction sites.

Councilmembers Hudson and Osse, you grew up here. You both ran on a platform to keep people in their homes. I'm asking you on behalf of the many members of the UNPCH coalition to not allow the rezoning for any more market rate highrises, to commit to improving bus routes and access, to include subsidized commercial spaces for mom and pop shops over corporate franchises, and to fight for an equitable future for the people you both grew up next to. A future where they are allowed to participate and build generational wealth by the economic investments in Central Brooklyn, and not one where they will continue to be pushed out of their neighborhoods. Thank you.

Lynda Balsama



From: [Matt Wiecha](#)
To: [Land Use Testimony](#)
Subject: [EXTERNAL] AAMUP Hearing 3/27
Date: Sunday, March 30, 2025 12:16:26 PM

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Hello,

I am writing to register my strong support for AAMUP **with** safety improvements to Atlantic Avenue, including but not limited to a road diet.

Thank you.

From: [Michael Hollingsworth](#)
To: [Land Use Testimony](#)
Subject: [EXTERNAL] AAMUP rezoning
Date: Sunday, March 30, 2025 10:51:06 AM

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My name is Michael Hollingsworth.

I'm a lifelong Brooklynite and resident of city council district 35. It's astounding that a decade after developers hoodwinked politicians with the disaster that is Atlantic Yards(a project that still hasn't reached it's affordable unit goals) They're back less than a mile away asking for a rezoning.

Most of the apartments that will be built will be market rate and the small number of so-called affordable apartments won't be affordable to those who need them most. This project has no mechanisms to thwart secondary displacement and will only incentivize landlords to displace marginalized Black tenants. I oppose the proposed AAMUP rezoning and you should too. Vote NO on the AAMUP rezoning.

There aren't enough good people in this world to make a difference. As soon as you realize that, you'll see the world for what it **is** and not what we **wish** it to be.

—*Michael Hollingsworth*

From: [Advocate Mimi](#)
To: [Land Use Testimony](#)
Subject: [EXTERNAL] Re: Opposition to the Atlantic Avenue Mixed-Use Plan (AAMUP) Without Deep Affordability and Tenant Protections.
Date: Sunday, March 30, 2025 4:00:58 AM

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Hello,

I'm a tenant living in a rent stabilized apartment near Washington Avenue and Park Place.

I submit this testimony on behalf of the tenants and community members who have worked tirelessly to shape a plan that prioritizes our needs. We strongly oppose the Atlantic Avenue Mixed-Use Plan (AAMUP) unless it includes deeper affordability through MIH Option 3.5 and a dedicated funding commitment for free legal representation for tenants facing eviction and harassment.

Time and again, we have seen rezonings accelerate displacement, particularly in Black and Brown communities. Community District 8 lost more Black residents than any other neighborhood in New York City from 2010 to 2020. We cannot afford to repeat these mistakes. Without deeply affordable housing, this rezoning will only exacerbate the crisis, pushing out long-time residents who have built and sustained this community for generations.

Additionally, without robust tenant protections, this rezoning will only empower landlords to exploit loopholes like “substantial rehabilitation” claims and demolition filings to deregulate rent-stabilized units. The Right to Counsel program has proven that legal representation keeps tenants in their homes—85% of represented tenants avoid eviction. Yet, funding shortages mean that far too many tenants must fight these battles alone. To mitigate the damage this rezoning will cause, at least \$3 million annually in legal funding must be allocated for the next 10 years to protect tenants in Community District 8.

The community has done its part—we have engaged, participated, and provided solutions. The city must now do its part. We will not support a rezoning that fails to include MIH Option 3.5, deeper affordability, and real tenant protections. Anything less will be an intentional act of displacement.

Thank you for your time and consideration.

Mimi Mitchell
Tenant Advocate

From: [Nathaniel Joselson](#)
To: [Land Use Testimony](#)
Subject: [EXTERNAL] Aamup
Date: Sunday, March 30, 2025 1:20:33 PM

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To whom it may concern,

I, Nathaniel Joselson, as a resident of crown heights living at [REDACTED], oppose the rezoning of Atlantic avenue without the requirement for true affordable housing.

We don't need more apartments for 3000\$ plus dollars per month, we need apartments that people working the jobs that keep this area alive can afford.

Sincerely,
Nathaniel Joselson
[REDACTED]

From: [Nicholas Liu-Sontag](mailto:Nicholas.Liu-Sontag@planning.nyc.gov)
To: AtlanticPlan@planning.nyc.gov
Cc: [Land Use Testimony](#)
Subject: [EXTERNAL] Prioritize Bike/Pedestrian Safety - Dean Street Resident
Date: Friday, March 28, 2025 11:34:05 AM

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Dear AAMUP Committee:

The AAMUP rezoning offers a crucial chance to address the well-documented safety issues around the Atlantic Avenue Corridor and improve the quality of life in Crown Heights, Prospect Heights, and Bed-Stuy. As a resident on Dean Street within the AAMUP Zone, I urge you to prioritize the following:

Dean and Bergen Streets as Bike Boulevards: These streets are vital east-west arteries for tens of thousands of cyclists daily. However, rampant double parking, speeding, and severe potholes create hazardous and frustrating conditions for cyclists and drivers alike. I've personally witnessed car-cyclist collisions resulting directly from these issues. The current state is unacceptable and demands immediate action. Designating them as bike boulevards will create safe, accessible cycling routes for the *millions* of bike trips that use these streets each year.

Protected Bike Lane on Vanderbilt Avenue: A dedicated north-south cycling corridor is essential for safe and efficient travel. This is a primary route for cyclists and is also dangerous given the speed of traffic.

Enhanced Pedestrian Safety: Targeted infrastructure improvements are needed throughout the project zone to protect pedestrians. In particular, traffic calming is required on the neighboring streets to prevent widespread disregard for stop-signs and speeding on side streets.

Modular Bus Boarding Islands: Installing these will significantly improve accessibility for all transit users and reduce conflicts between buses and cyclists.

Completion of Underhill Bike Boulevard and Underhill Plaza: This will create much-needed green space and enhance cycling infrastructure.

By prioritizing these measures alongside the rezoning, the City Council can create a safer and more vibrant community. We need a neighborhood designed for *people*, not just cars.

Thank you,

Nicholas Liu-Sontag

From: [Phebe Palin](#)
To: [Land Use Testimony](#)
Subject: [EXTERNAL] Opposed to rezoning
Date: Sunday, March 30, 2025 8:46:18 AM

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Hello,

I hope this email finds you well.

My name is Phebe Palin. My family lives and has lived for 20+years on Vanderbilt between St. Marks and Bergen. I oppose the proposed AAMUP rezoning.

I oppose the rezoning because the so-called “affordable” units will not actually be affordable to people who live in the neighborhood and are experiencing displacement pressures or are unhoused. The vast majority of units built will NOT be affordable for poor, working class, and middle class families. By increasing the area's median rent, this proposal will only increase existing displacement pressures that disproportionately harm Black tenants in our neighborhood.

The rezoning will further encourage landlords to deregulate rent stabilized units and overcharge rent stabilized tenants and maximize rent increases in market units.

This is not what makes NYC a communal and caring city. I want my family and my neighbors who have been residents in Crown and Prospect Heights to feel safe and heard. Please listen to the voices of these neighborhoods and advocate against the AAMUP rezoning. I urge you to vote no against the AAMUP rezoning. This proposal will do more harm than good.

Thank you for your time.

Best,

Phebe Palin

From: [Phil Godzin](#)
To: [Land Use Testimony](#)
Subject: [EXTERNAL] AAMUP hearing 3/27
Date: Sunday, March 30, 2025 4:51:31 PM

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I live on [REDACTED], just minutes walk away from Atlantic Avenue.

I am writing in strong support of the Atlantic Avenue Mixed-Use Plan (AAMUP), a once-in-a-generation opportunity to address Brooklyn's dire housing crisis while transforming one of the city's most dangerous corridors. As a resident of the area, I see firsthand the urgent need for both new housing and comprehensive street safety improvements in this area.

Brooklyn is facing an acute housing shortage, with skyrocketing rents displacing long-term residents and limiting opportunities for families to remain in their communities. The AAMUP rezoning will convert underutilized and vacant manufacturing lots into much-needed housing, expanding the supply to meet the surging demand. However, with this influx of new residents, we must ensure that Atlantic Avenue and the surrounding streets are safe, livable, and well-connected.

As part of the rezoning, I urge the City Council to secure a firm commitment from the Department of Transportation (DOT) to implement critical infrastructure upgrades, including:

- **A road diet on Atlantic Avenue** to improve safety for all road users. It is currently terrifying to cross, especially with a stroller, and it is a dividing barrier between neighborhoods.
- **Pedestrian safety improvements** throughout the project zone to prevent crashes and reduce fatalities.
- Completion of the **Underhill Bike Boulevard and Underhill Plaza**, enhancing local connectivity.

This rezoning cannot succeed without a clear, enforceable commitment to these streetscape improvements, backed by a detailed timeline and dedicated capital funding. Atlantic Avenue has long been a hostile and dangerous thoroughfare, prioritizing cars over people. AAMUP provides an opportunity to correct the mistakes of past planning decisions and create a safer, more inclusive, and sustainable urban environment.

I urge the City Council to approve this rezoning alongside a binding commitment to the necessary infrastructure investments. Brooklyn's future depends on it.

Sincerely,

Phillip Godzin

From: [Rachael Grygorcewicz](#)
To: [Land Use Testimony](#)
Cc: [District35](#)
Subject: [EXTERNAL] in favor of the rezoning of Atlantic Avenue
Date: Thursday, March 27, 2025 1:13:15 PM

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To Whom It May Concern:

I am a long-time resident and homeowner living right in the area that you are proposing to rezone. I wanted to give feedback that although I do not think the plan is perfect, I am in favor of the overall plan and most of the neighbors I speak to are as well.

The city needs housing-lots of it- and the demand to live in the Prospect/Crown Heights area is long overdue for some development. Although I don't want to see more high-rises, it is preferable to the empty lots, abandoned areas, broken sidewalks and blight that is currently present. Dan Garodnick is spot on and Council Member Hudson has facilitated MANY community groups the last several years on the plan. It is time to move forward.

Best,

Rachael Grygorcewicz
[REDACTED], Brooklyn, NY 11238

From: [Rashida Richardson](#)
To: [Land Use Testimony](#)
Subject: [EXTERNAL] Opposition to rezoning of Atlantic
Date: Thursday, March 27, 2025 2:35:22 PM

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I am writing to express my opposition to rezoning of Atlantic avenue. The plans will not address the myriad of problems it purports to address like, affordable housing. Yet, they will exacerbate existing issues in surrounding area including:

- rat infestations spurred by the disruption of their tunnels from construction projects
- displacement of residents who can't afford excessive rents in new buildings or rent inflation in existing buildings
- predatory practices that target black and elderly homeowners
- displacing community resources
- environmental impact of construction

I have participated in many community board and council member sponsored events and every time me or other community members raise these concerns, there are no solutions offered. Additionally, there seems to be a high concentration of infrastructure projects in the bed stuy, Clinton hill, prospect heights, and crown heights area but no analysis on the long term on these concurrent efforts.

The city council should not vote for this rezoning and instead evaluate the long term impact of these proposals, especially in light of the rapid decline of black residents in the immediate areas impacted.

Best,

Rashida Richardson
Resident and home owner in Crystal Hudson's district

From: [Richard Roth](#)
To: [Land Use Testimony](#)
Cc: [District35](#)
Subject: [EXTERNAL] AAMUP rezoning
Date: Sunday, March 30, 2025 11:06:50 PM

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Greetings,

My name is Richard Roth and I live at [REDACTED], in Brooklyn.

I have requests regarding the proposed rezoning.

1. Keep in place the requirements for new residential construction to include parking.
2. Maintain the existing quantity of curbside street parking. If possible, reserve this for area residents.
3. Continue to provide three lanes for traffic in each direction on Atlantic Avenue.

While many higher income residents can afford expensive private parking, it is a burden for those with a more moderate income.

Thank you.

From: [Robert Bell](#)
To: [Land Use Testimony](#); [Robert Bell](#)
Subject: [EXTERNAL] Letter from Robert Bell to the Subcommittee on Zoning and Franchises - March 27th 11:00 am – Atlantic Avenue Mixed-Use Plan
Date: Tuesday, March 25, 2025 2:15:14 PM

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Dear Councilmembers,

As a 20 year local resident, living directly on the corner of Atlantic Ave & Clinton Ave, I know the current dangers of this car-centric situation personally & intimately.

To create a holistic plan for Atlantic Avenue... which spans Crown Heights, Prospect Heights, Clinton Hill, and Bed-Stuy... it is essential to center street safety for all. The plan should prioritize creating essential public resources, like green space, fast and reliable transit networks, public open space, and safe cycling infrastructure, while addressing the harm caused by the car-centric planning practices of the 20th century.

And there is plenty of space that can be repurposed for everyone in the community...

Atlantic Avenue is [120 feet wide](#) throughout almost all of the project zone. Over 80% of this public land is dedicated to moving or storing vehicles, 18% for pedestrians, 0% for buses, and 0% for cyclists.

The following recommendations are from Transportation Alternatives... a program I've been a member of for many

years.

Recommendations

Immediate and short-term

Given that capital infrastructure projects have long timelines, Atlantic Avenue is a Vision Zero Priority corridor, and there is a lack of public open space in the project zone, we suggest the immediate implementation of the following temporary/short-term measures to improve street safety and public space access:

1. Implement a road diet on Atlantic Avenue east of Flatbush Avenue:

1. Convert this stretch of the Avenue to two general travel lanes in each direction, aligning it with Atlantic Avenue to the west of 4th Avenue and east of Nostrand Avenue.
2. Repurpose the removed travel lanes to install parking-protected bike lanes in both directions.
3. Convert Atlantic Avenue between Flatbush and 6th Avenues into a pedestrian plaza.
4. Where possible, eliminate turns and remove turn lanes/turn bays.
5. Remove all slip lanes and use curb extensions to calm turning traffic at diagonally intersecting streets.
6. Plant additional trees along the avenue at the most frequent interval possible.

2. Add protected cycling infrastructure to the north- and south-running approach blocks that are major

cycling corridors:

1. For example, the block of Vanderbilt Avenue between Pacific Street and Atlantic Avenue can support barrier-protected bike lanes, as can the same block on Franklin Avenue. These approaches should be protected to increase safety for cyclists entering the intersection.

3. Implement pedestrian safety improvement using “light-touch” measures:

1. Add fully protected light cycles for pedestrians and cyclists, in which concurrent vehicular turns are banned, to all intersections within the project zone. This could be implemented as a Barnes Dance — in which only pedestrians and cyclists can cross, and all vehicle traffic is stopped.
2. Daylight all intersections within the project zone using hardened barriers.
3. Build out pedestrian refuge islands using concrete on all north-south crossings.

4. Redesign Dean and Bergen Streets as bike boulevards to facilitate east-west bicycle travel through the project zone:

1. Reduce speed limits on Bergen and Dean Streets to 15 mph.
2. Implement green wave timing that will prioritize bike traffic.
3. Add Leading Pedestrian Intervals (LPis) at every intersection.
4. Install clear signage indicating that children and cyclists are using the street.

5. Implement daylighting at critical intersections, with hard infrastructure and build curb extensions to shorten crossings.
 6. Reverse the car traffic direction of select Bergen and Dean Streets blocks and add modal filters to prioritize people biking and discourage cut-through traffic.
 7. Eliminate truck routes near schools along Bergen Street.
 8. Install bike corrals at the corners of school streets on and within 0.5 miles of Bergen/Dean Streets.
 9. On parts of this corridor including bus routes, transit plaza blocks or similar treatments should be implemented that prioritize buses in addition to cyclists and pedestrians.
 10. Implement automated camera enforcement of bike lanes and double parking violations, as authorized by VTL § 1111-C-1.
-
5. **Convert Pacific Street between Washington and Underhill Avenues into a pedestrian plaza.**
 6. **Install modular bus boarding islands to improve accessibility and allow passengers to board the bus at stops without requiring drivers to pull over to the curb.**
 7. **Designate operating funding for public space programs within the project zone, including Open Streets and plaza programs.**

Long term

We strongly recommend the following infrastructure changes be implemented or considered as part of long-term planning for capital improvements:

1. Redesign Atlantic Avenue as a linear park:

1. Eliminate additional general travel lanes in favor of expanding green space for pedestrians and center-running bus lanes.
2. Repurpose all curb space to prioritize protected cycling infrastructure.
3. Widen sidewalks and add trees.
4. Implement curb management that includes/prioritizes loading zones, bike parking, outdoor dining, bioswales and containerized trash.

2. Redesign Vanderbilt Avenue south of Atlantic Avenue as a slow street, including following elements:

1. A protected two-way bike lane.
2. Transit plaza blocks.
3. Expanded sidewalks and built-out curb extensions.
4. Curb management that includes/prioritizes loading zones, bike parking, outdoor dining, bioswales, and containerized trash.

3. Build out the Underhill Bike Boulevard:

1. Build out painted curb extensions and midblock islands as raised spaces incorporating plantings and bike parking.
2. Include mid-block crossings.

3. Redesign one-way blocks as shared blocks prioritizing cyclists (including contra-flow).
4. **Further expand the footprint of Lowry Triangle/Underhill Plaza to incorporate the block of Pacific Street between Washington and Underhill Avenues.**
 1. Integrate the plaza into the Atlantic Avenue Linear Park.
5. **Create a north-south running protected bike lane along Vanderbilt Avenue from Grand Army Plaza all the way to the Flushing Avenue greenway.**

Thank you for considering these recommendations. For further information & discussion, please reach out to Transportation Alternatives.

Sincerely,

Robert Bell (20 year local resident)

From: [REDACTED]
To: [Land Use Testimony](#)
Subject: [EXTERNAL] AAMUP rezoning
Date: Sunday, March 30, 2025 10:45:53 AM

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My name is Rowshan Phillip Small

I live near Dean and Nostrand Avenue in Crown Heights I'm a member of the Crown Heights Tenant Union.

I'm a tenant living in a rent stabilized apartment.

I oppose the proposed AAMUP rezoning.

I oppose the rezoning because the so-called "affordable" units will not actually be affordable to people who live in the neighborhood and are experiencing displacement pressures or are unhoused. The vast majority of units built will be NOT be affordable for poor, working class, and middle class families. By increasing the area's median rent, this proposal will only increase existing displacement pressures that disproportionately harm Black tenants in our neighborhood.

The rezoning will further encourage landlords to deregulate rent stabilized units and overcharge rent stabilized tenants and maximize rent increases in market units.

I urge you to vote no against the AAMUP rezoning. This proposal will do more harm than good.

Sincerely,

Rowshan Phillip Small

From: [Salvatore Franchino](#)
To: [Land Use Testimony](#); [Wright, Andrew](#); [District35](#)
Subject: [EXTERNAL] Please Support AAMUP!
Date: Saturday, March 29, 2025 7:54:54 AM

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Hello New York City Council,

I strongly support the Atlantic Avenue Mixed-Use Plan (AAMUP) and urge the City Council to approve this much-needed rezoning.

With AAMUP's commitment to adding approximately 4,600 new apartments—over 1,400 of which will be permanently affordable—this rezoning takes an essential step toward addressing the housing crisis.

I am rent stabilized and I want more New Yorkers to enjoy the stability I have. AAMUP will allow more people to live and thrive in Brooklyn while helping to prevent displacement and stabilize our neighborhoods.

As a car free New Yorker who frequently bikes in this neighborhood, I am also excited about the plan's focus on improving street safety. Atlantic Avenue has long been a dangerous corridor for pedestrians and cyclists, and I strongly support the proposed infrastructure changes that will make the area safer and more accessible for pedestrians, cyclists, and drivers.

I urge you to not let the DOT's slow walking improvements prevent you from voting for this rezoning. You can vote for this and simultaneously use your power to hold them accountable. We deserve a results driven government and not one solely focused on process. Voting against this rezoning makes you just as inept as the slow-walking DOT, so please do the right thing.

I strongly encourage the City Council to pass the Atlantic Avenue Mixed-Use Plan and seize this opportunity to build a more inclusive, affordable, and safer city.

Salvatore "Sal" Franchino


3.27.25 NYC Council Land Use Hearing – Testimony on AAMUP

My name is Sarah Lazur; I am a member of Crown Heights Tenant Union and a member of Brooklyn Community Board 8, and its Housing and Land Use committee. I'm submitting this testimony regarding the Atlantic Avenue Mixed Use Plan, and the conditions that CB8 voted on as necessary to gain its approval.

I understand the significant resources that the city has already sunk into this neighborhood rezoning plan. I understand because I have been present for countless hours of meetings, presentations, and community engagement sessions on AAMUP. Before that, I had been attending meetings on M-CROWN since 2018. For the last 7 years of discussion of this potential rezoning, tenants in this area have been clear: we want housing that we can actually afford, and the current MIH system for rezonings doesn't produce that, and it incentivizes displacement. For this reason, I oppose this rezoning. I urge this council to do the same; it is not too late to change direction.

As a reminder, the Right To Counsel (RTC) for tenants facing eviction in New York City was passed as the political price for passing Mandatory Inclusionary Housing (MIH) into law. These two policies are linked because everybody understood that **rezonings cause brutal displacement pressure for tenants in the surrounding area**. Zip codes in Crown Heights and Prospect Heights were among the first to get Right To Counsel, precisely because the Atlantic Yards rezoning and the many nearby private rezoning applications were causing thousands of tenants to face harassment, lack of repairs, and non-renewal of their leases or massive rent hikes. Their landlords were anticipating and accelerating the gentrification of the neighborhood, and were willing to do anything in their power to push out tenants and bring in new ones who would pay more. This displacement was notably racialized; from 2010 to 2020, Community District 8 lost more Black residents than any other neighborhood in the city.¹

If the Atlantic Avenue Plan is passed, it will start yet another massive change in the demographics of the neighborhood, and once again, tenants will be targeted for displacement pressures, like harassment, lack of repairs, non-renewal of their leases, or massive rent hikes. Elected officials often downplay these risks, pointing to the 2019 changes in the rent laws or the 2024 Good Cause Eviction law, but Crown Heights Tenant Union members have already seen that landlords' lawyers know how to undermine these protections we fought so hard for. In the area immediately surrounding the rezoning area, we have multiple member buildings whose landlords are attempting to deregulate through "Substantial Rehabilitation" claims² or alleged demolition plans.³ Because these processes are happening through DHCR, not through

¹ The 2020 census showed that Community District 8 lost 19,000 Black residents, and doubled its white population:

<https://patch.com/new-york/prospectheights/northern-crown-heights-doubled-its-white-population-decade>

² These CHTU tenants are fighting a bogus sub rehab claim nearby the AAMUP area:

<https://www.curbed.com/2023/09/substantial-rehabilitation-landlords-deregulate-trend.html>

³ Nearby the AAMUP area, this landlord is already trying to evict grandmothers based on bogus demolition plans:

<https://citylimits.org/staring-down-the-wrecking-ball-these-brooklyn-grandmothers-wont-be-moved/>

Housing Court, ***these tenants have no Right To Counsel***, and legal service organizations do not have the capacity or the funding to take on all this work. Trying to fight off a bogus “sub rehab” claim with private attorneys will cost tenants \$15-20,000 just in the first phase, which is simply impossible for a building full of low-income tenants.

These deregulation fights will only become more numerous in this area after the rezoning: CHTU member buildings face such serious lack of repairs that it appears the landlords are hoping tenants move out from desperation, or that the lack of repair will justify a substantial rehabilitation, or theoretical demolition plans! Where deregulation through demolition might have seemed economically implausible before the rezoning, drastically increasing the allowed FAR on those sites can completely change the math, and an unscrupulous landlord will be tempted more than ever to choose this path. We expect landlords to invest just as much in exploiting the loopholes in the Good Cause law as they spend on exploiting the loopholes in the rent stabilization laws, and because Good Cause is merely a defense in court, lack of legal representation will cause far too many tenants to lose their homes.

This brings us to the crisis that elected officials and the courts don't want to speak about: the Right To Counsel program is underfunded and understaffed, and it is not yet a real RIGHT to Counsel. Since RTC was expanded to all NYC zip codes in 2020, the representation rate has been fluctuating between 30-50%. In 11238 and 11216, the primary zip codes affected by the anticipated rezoning, there were 5792 new eviction filings since 2020, so there were likely 3400-3500 households unrepresented. This is unacceptable, and tenants expect things to only get worse once the rezoning happens.

Again, I oppose this rezoning. But if the city is going to push this rezoning through, **it is crucial that new funding for legal representation be allocated for tenants in Community District 8 and Crown Heights generally.** As CB8 has demanded, this amount should be **\$3 million annually for the next 10 years, beyond whatever is currently spent on the Right To Counsel program in this area.** This funding must be for **both defensive AND affirmative work** (e.g. including repairs, harassment, DHCR disputes, Supreme Court cases). Additionally, if there are income limits, they must be higher or more flexible than with the Right To Counsel program, in which a person earning \$32,000 per year can be considered too wealthy to qualify.

\$3 million annually may seem like a lot, but if you consider that tenant defense costs on average \$7500 per case, defending all the unrepresented tenants in just 11238 and 11216 since 2020 would have cost \$26 million! And that still excludes all the legal needs that are not eviction cases in Housing Court. In this context, \$3 million annually is a very modest ask, and a smart investment in this neighborhood's future. **Tenants make this whole city run, and putting a target on our backs for the real estate industry to displace us, without giving us the resources to defend ourselves, would be unconscionable.**

Thank you.

Dear Chair Riley,

My name is Saskia Haegens and I was an AAMUP steering committee member, I am an organizer in the area, and here speaking as a resident of the larger project zone.

I am 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 is scary to cross as a pedestrian or cyclist. It is basically a highway that cuts through our neighborhoods, and we here 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;
- Install modular bus boarding islands to improve accessibility;
- Redesign Dean and Bergen Streets as bike boulevards;
- 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 am asking for a clear commitment from DOT for these 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 in the area that preceded this rezoning, and it needs to go well beyond a traffic study and other such noncommittal promises.

I am asking for the POAs to include an expeditious timeline — one that is not 7 to 10 years long — and funding both for the necessary CPSD as well as committed funding for ambitious capital infrastructure work to implement a road diet on Atlantic Avenue and the other street safety improvements I listed above.

Thank you,

Saskia Haegens



From: [Steve Flack](#)
To: [Land Use Testimony](#)
Subject: [EXTERNAL] AAMMUP Rezoning
Date: Friday, March 28, 2025 1:12:14 PM

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My name is Stephen Flack, I am a resident of Prospect Heights, Brooklyn (430 Sterling Place Apt 3B), and I am submitting testimony in favor of the AAMUP Rezoning.

The AAMUP rezoning presents a generational opportunity to transform Atlantic Avenue — one of the most dangerous streets in the city — and reimagine the streetscape in the project zone. To create a holistic plan for Atlantic Avenue and support thousands of new residents in the area, which spans Crown Heights, Prospect Heights, and Bed-Stuy, it is essential to center street safety for all. The plan should prioritize creating essential public resources, like green space, fast and reliable transit networks, public open space, and safe cycling infrastructure, while addressing the harm caused by the car-centric planning practices of the 20th century.

I urge the City Council to commit to the following alongside the rezoning:

- Implement a road diet on Atlantic Avenue east of Flatbush Avenue;
- Implement pedestrian safety improvements throughout the project zone;
- Install modular bus boarding islands to improve accessibility;
- Redesign Dean and Bergen Streets as bike boulevards;
- Create a north-south running protected bike lane along Vanderbilt Avenue;
- Build out the Underhill Bike Boulevard and Underhill Plaza.

Importantly, I am asking for a clear commitment from DOT for these streetscape improvements, including a timeline and actual funding allocated for the capital infrastructure work

From: [Tyler Lewis](#)
To: [Land Use Testimony](#)
Subject: [EXTERNAL] Atlantic Ave Rezoning
Date: Thursday, March 27, 2025 6:39:17 PM

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Hello,

I'm a Brooklyn resident, writing to urge you approve the AAMUP rezoning with as much housing as possible, please. Thank you!

Best regards,

Tyler

Tyler R. Lewis



From: [Wilder Kingsley](#)
To: [Land Use Testimony](#)
Subject: [EXTERNAL] Atlantic Avenue mixed use reasoning
Date: Sunday, March 30, 2025 1:01:38 PM

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My name is Wilder Kingsley and I live at [REDACTED].

I oppose the proposed AAMUP rezoning because calling the units affordable doesn't make them so. They won't be affordable to people who live in the neighborhood and are experiencing displacement pressures.

The vast majority of the units built will NOT be affordable for the majority of us: working poor, working class, and middle class New Yorkers.

By increasing the areas median rent, this proposal will only increase and accelerate existing displacement pressures that disproportionately harm the longtime majority black residents who built and maintained this neighborhood into what it is today.

The rezoning more concerningly will further encourage landlords to deregulate rent stabilized units and overcharge rent. Stabilized tenants, maximizing rent increases, additionally, in market units.

I strongly urge you to vote NO against the AAMUP rezoning. This proposal will do far more harm than good, and will personally affect me and my neighbors.

Thank you,

Wilder Kingsley
4th-generation Brooklynite

Sent from my iPhone

From: [William Meehan](#)
To: [Land Use Testimony](#)
Subject: [EXTERNAL] AAMUP Hearing 3/27
Date: Saturday, March 29, 2025 10:24:18 PM

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To the Land Use Committee:

I am writing in support of the AAMUP rezoning, and asking you to pass it without watering down any of the increase in housing capacity. I live in Prospect Heights and am on CB8 and am very eager to see the improvements that new mixed-income housing will bring to our neighborhood. If you are able to, please try to get the mayor to commit funds for pedestrian, bike, and bus improvements along the corridor. I would like for DOT to commit to quick build improvements to Atlantic Avenue before they start the capital redesign process, but I don't think we should hold up the rezoning for this. I am glad that the rezoning will include wider sidewalks on Atlantic even without any DOT redesigns.

Thank you,
William Meehan