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THE ATLANTIC AVENUE MIXED-USE PLAN

Community Vision and Priorities



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2023

Acknowledgments

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Message from New York City Council Member Crystal Hudson

Dear Constituents,

New York City is in the midst of a housing crisis. There's no other way to put it. We don't have enough affordable housing that's actually affordable for long-term residents, our city's housing stock is rapidly deteriorating in quality, and population growth continues to outpace new development.

The rapid displacement of Black and brown residents in gentrifying and housing-strapped communities across the city is perhaps one of the most evident signs of our housing crisis. My district has lost one-in-five Black residents in the last decade alone.¹ In Prospect Heights, Black households earn about \$48,000 (compared to \$133,460 for white households)² but face a market requiring them to pay \$3,000 a month (or \$36,000 a year)³ to secure a one-bedroom apartment. As a result of an unfavorable market coupled with predatory real estate practices, District 35 has become plurality white for the first time in generations. It's clear Central Brooklyn is the epicenter of our city's housing crisis.

New York's affordable housing crisis will not be solved without coordinated city and regional action, which begins with each community working to do its part to build more housing, especially deeply affordable housing. But planning for new housing must

include firm commitments for the infrastructure and programmatic investments to support equitable and sustainable growth. Our community has already been growing, with over 15,000 housing units developed in this Atlantic Avenue area since 2000 – but without many needed investments in deeply affordable housing, housing preservation, and infrastructure.

Now, our community is ready to move forward towards a fairer, better future by solidifying this community-driven neighborhood plan to transform the dangerous corridor of Atlantic Avenue into a place where residents can live and walk to work at high-quality, good-paying jobs — building on the nearly decade of work by Brooklyn Community Board 8. These recommendations represent the culmination of a dozen public meetings and countless conversations with local residents about what they want to see along Atlantic Avenue. Importantly, this report — known as the Atlantic Avenue Mixed-Use Plan (AAMUP) Community Vision and Priorities — is an attempt to move our city away from site-by-site rezonings and unplanned growth toward comprehensive planning that includes robust investments in the systems that support new residents – deeply affordable housing, our streetscape, sewer system, infrastructure, and more.

When I entered office, I told my constituents that I would handle development and planning differently — that I would fight for those at the greatest risk of displacement and center the community's vision. This plan does just that.

In solidarity,

Crystal Hudson
New York City Council Member, District 35



1. NYC Population Fact Finder . " 5 NTAs | Brooklyn: Prospect Heights [BK0801], Clinton Hill [BK0204], Crown Heights (North) [BK0802], Fort Greene [BK0203], Crown Heights (South) [BK0901]"

2. NYC Equitable Development Data Explorer. "Household Economic Security: Crown Heights North & Prospect Heights"

3. Patch NY. "Real Estate Prospect Heights Apartments Still Have Pandemic Prices: Study." October 21, 2021

Message from
**DCP Director and City
 Planning Commission Chair
 Daniel R. Garodnick**



As we work to address New York City's housing crisis and recover from the pandemic's effects on our communities, we are planning vibrant neighborhoods that have affordable, mixed-income housing, great access to jobs and services, a public realm that is both beautiful and inviting, and safe mobility options for pedestrians, cyclists and drivers. The community-driven Atlantic Avenue Mixed Use Plan (AAMUP) can make all of this and more a reality for Atlantic Avenue.

The neighborhoods of Central Brooklyn have been especially hard-hit by the housing crisis, as both new and existing residents struggle to find affordable, stable, high-quality housing. Developed in partnership with neighborhood residents and other stakeholders, AAMUP can and will deliver new housing and preserve existing housing to meet the community's needs.

Today, Atlantic Avenue between Vanderbilt and Nostrand Avenues is a major thoroughfare to move people and goods through Brooklyn, but also is a barrier for local residents and businesses because it is dangerous to cross, and difficult to walk along. And while the area is well-served by public transit, the zoning immediately along Atlantic Avenue has locked-in auto-oriented uses and restricted the creation of new jobs, services, and housing. This lack of flexibility and low housing production in nearby neighborhoods have directly led to rampant spikes in rents, displacement, and homelessness, as increasingly wealthier renters and homeowners outbid existing residents for the limited housing stock.

These challenges have been recognized for nearly a decade. In 2013, recognizing the need for new housing and quality jobs, Brooklyn's Community Board 8, local residents, businesses, and other stakeholders began a planning process for this portion of Atlantic Avenue, which is zoned solely for commercial and manufacturing uses. In 2022, in partnership with Council Member Crystal Hudson and building on these past efforts, the Department of City Planning initiated AAMUP, expanding engagement and bringing in multiple public agency partners to the table to identify community-based

priorities through a series of community planning workshops and working group and steering committee meetings.

The following report provides a summary of the recent engagement with a series of community-driven priorities identified from the process. Most importantly, the report will serve as a foundation to shape a larger vision for the area. As Council Member Hudson, the Department of City Planning, and sister agencies begin the next phases of AAMUP, we are grateful for all who participated in the recent outreach meetings and are eager to continue working closely with community members as the neighborhood plan moves forward.

Daniel R. Garodnick,
 Chair of the New York City Planning Commission
 Director of the New York City Department of City Planning





Project Acronyms and Terms

AAMUP	Atlantic Avenue Mixed-Use Plan
M/WBE	Minority- / Woman-owned Business Enterprise
PT	Project Team
SC	Steering Committee
WG	Working Group
Project Area	The area targeted for land use changes
Context Area	The area within a half-mile of the Project Area

Agency/Organization Acronyms

CB	Community Board
CM	NYC Council Member
DCP	NYC Department of City Planning
DHS	NYC Department of Homeless Services
DOT	NYC Department of Transportation
DPR	NYC Department of Parks and Recreation
HPD	NYC Department of Housing Preservation and Development
MTA	Metropolitan Transportation Authority
NYCC	New York City Council
PLUD	NYC Council Planning and Land Use Division
SBS	NYC Small Business Services
WXY	WXY Studio

Executive Summary

The Atlantic Avenue Mixed-Use Plan (AAMUP) is a community-driven planning process that centers the vision of Central Brooklyn residents and stakeholders in the future of Atlantic Avenue.

AAMUP seeks to transform the Atlantic Avenue corridor into a vibrant, mixed-use community that supports new housing (especially affordable housing), bolsters street safety and connectivity, and grows the number of accessible, living wage jobs and local services. This report is the culmination of a robust community engagement process between local residents, businesses, owners, city agencies, and various stakeholders that builds upon past planning efforts to advance local priorities.

AAMUP's geography spans approximately thirteen blocks of Atlantic Avenue and neighboring industrially-zoned blocks between Vanderbilt Avenue and Nostrand Avenue. The Project Area is between the neighborhoods of Crown Heights, Prospect Heights, Bedford-Stuyvesant, and Clinton Hill. This report builds upon analysis and proposed land use changes put forth by Brooklyn Community Board 8 (CB8) in the M-CROWN (Manufacturing, Commercial, Residential Opportunity for a Working Neighborhood) resolutions and subsequent engagement from the Department of City Planning (DCP) from 2013 to 2021.

For nearly a decade, the local community board has argued that this portion of Atlantic Avenue has potential for a coordinated holistic plan. CB8 has said the area should be rezoned to provide for affordable housing and encourage the growth of jobs that pay a living wage to community members without a college education. This opportunity is further emphasized by the area's rapid population growth, numerous private rezoning applications in the Project Area, and the area's proximity to transit that are at odds with current zoning that only allows for low-density commercial and industrial uses. The area's zoning is a remnant of the industrial businesses that historically built

up around the Atlantic Avenue freight rail line since the early 20th century and auto-oriented uses that continue to define the corridor's character. Atlantic Avenue is a vital thoroughfare that connects Brooklyn and Queens and terminates at the Brooklyn-Queens Expressway; however, Atlantic Avenue can also serve as an important neighborhood commercial street and should be designed to better connect the communities that it touches.

Demand for housing in the area is extremely high in the face of an ongoing housing shortage driving rising rents, tenant harassment, displacement pressure, and poor housing quality, among other ills. Residents are fighting to stave off gentrification and affordable housing represents a top concern for local residents, particularly for older adults, people with limited incomes, and people with limited formal (or traditional) educational credentials. Throughout the community engagement process, some residents voiced concerns over how development would impact their lives and the services on which they depend. Understanding that without action these trends would continue, residents expressed interest in how new development could potentially address local needs including increasing the availability of affordable housing.

To empower community members as partners in the planning process, New York City Council Member Crystal Hudson and DCP engaged WXY Studio to facilitate a community-centered engagement



process that culminated in the creation of this Atlantic Avenue Mixed-Use Plan Community Vision and Priorities Report. The process to date has consisted of a dozen public meetings and nine meetings with a project Steering Committee composed of local leaders who guided the community planning process over the eight-month period. The resulting report proposes six overarching **Community Priorities** and a full set of **Community Recommendations** that will serve as a basis for continued planning work.

AAMUP Six Community Priorities

1. Create new, permanent, deeply affordable housing on private and public sites through increased density along Atlantic Avenue and surrounding streets. Preserve existing affordable housing in the larger community through programs and investment.
2. Apply zoning tools that foster mixed-use development to encourage a full range of services and local job opportunities for new and existing residents within walking distance.
3. Plan, fund, and implement a comprehensive redesign of Atlantic Avenue to improve safety, increase amenities for all users, and improve environmental conditions. Commit to an expeditious timeline.
4. Create new public green spaces and opportunities for active recreation and improve existing community parks.
5. Invest in job training and business development to expand career pathways that are accessible to existing residents without a college degree, and prioritize Black-owned and M/WBE businesses as well as those that pay a living wage.
6. Activate the underutilized space in the Bedford-Atlantic Armory with new community amenities that support the existing men's shelter as well as the broader community.

More details on the process, the Project Area, the top six priorities, and the extended list of Community Recommendations are described in the full report.

Following this initial stage, the next steps in the AAMUP process include continued engagement with the community around various topics, the release of a draft zoning framework, environmental review, and culmination in a set of capital and programmatic investments as well as the Uniform Land Review Process (ULURP), the City's process for changing land use regulations.



Introduction



Introduction

The **Atlantic Avenue Mixed-Use Plan (AAMUP)** is a community-centered plan to guide the future development of approximately thirteen blocks of Atlantic Avenue and neighboring industrially-zoned blocks between Vanderbilt Avenue and Nostrand Avenue. The Project Area is between the neighborhoods of Crown Heights, Prospect Heights, Bedford-Stuyvesant, and Clinton Hill. The plan will propose a holistic vision for land use changes and capital improvements in the area that will facilitate the development of new housing (with a specific focus on the development of affordable housing); the creation of new, accessible, living-wage employment opportunities in the area; and improvements to street design, open spaces, and city services — all important measures to serve both existing needs and complement future growth.

The project includes the area along Atlantic Avenue between Vanderbilt Avenue and Nostrand Avenue, as well as blocks to the south along Pacific, Dean, and Bergen streets as they run between Grand Avenue and Franklin Avenue (see Figure 1). The current low-rise light manufacturing and commercial zoning (M1-1) along Atlantic Avenue and its adjoining blocks has largely remained unchanged since 1961. The area's existing zoning has prevented the development of new housing by not allowing new residential uses and has limited the growth of job opportunities due to its low permitted density and high amount of required parking.

The primarily residential neighborhoods of Bedford-Stuyvesant (Bed-Stuy), Clinton Hill, Fort Greene, Crown Heights, and Prospect Heights have seen a significant increase in both economic activity and population over the past few decades (16% 10-year population growth compared to 8% citywide average). However, the area that sits between these neighborhoods has remained little changed – with limited infrastructure updates or large-scale municipal investments. Unfortunately, the dangerous and unwelcoming streetscape of Atlantic Avenue has only served to divide the communities which lie to its north and south. The surrounding neighborhoods also contain six large historic districts that offer limited opportunities to create more housing, including those for Fort Greene, Clinton Hill,



Figure 1: AAMUP Project Area

Prospect Heights, Bedford, Stuyvesant Heights, and Crown Heights North. Growth in the surrounding neighborhoods has placed pressure on the area's housing, infrastructure, and city services. Consequently, the resulting gentrification has both displaced and severely impacted the area's Black, brown, and working-class households. Given these pressures and recent private applications to change the zoning for residential uses, community members began exploring various means of developing the Project Area's potential to better meet local needs for affordable housing and quality accessible jobs through a holistic plan, rather than piecemeal private rezoning applications.

The AAMUP Project Area includes the blocks along Atlantic Avenue between Vanderbilt Avenue and Nostrand Avenue, as well as the blocks along Pacific, Dean, and Bergen streets between Grand Avenue and Franklin Avenue.

The Role of this Report

Between January and June 2023, WXY Studio and the Department of City Planning (DCP) collaborated with the Office of Council Member Hudson and the NYC Council Land Use Division to engage Atlantic Avenue community stakeholders and local residents through a series of community-driven meetings and workshops. An iterative review process among Steering Committee members, the Council Member’s Office, and City agencies reviewed feedback from community engagement and used it to develop a series of **Community Recommendations**. The resulting recommendations and details on the outreach process are compiled in this report, in addition to the next steps.

The role of this report is to:

- Inform the next phase of the neighborhood planning process including capital and programmatic investment strategies in the Context Area
- Create a community-based road map for long-term neighborhood growth and development
- Ensure long-term government accountability to community residents

AAMUP is the next step in the community-led planning work started by Brooklyn Community Board 8 (CB8) and local leaders in 2013 under M-CROWN. The AAMUP planning process to date builds upon prior work by CB8 in M-CROWN by engaging additional local residents (including those outside of the CB8 catchment area), City agencies, and stakeholders to set forth community-driven priorities and recommendations that will inform future changes. This report reflects the outcomes of the engagement process to-date.

AAMUP Process

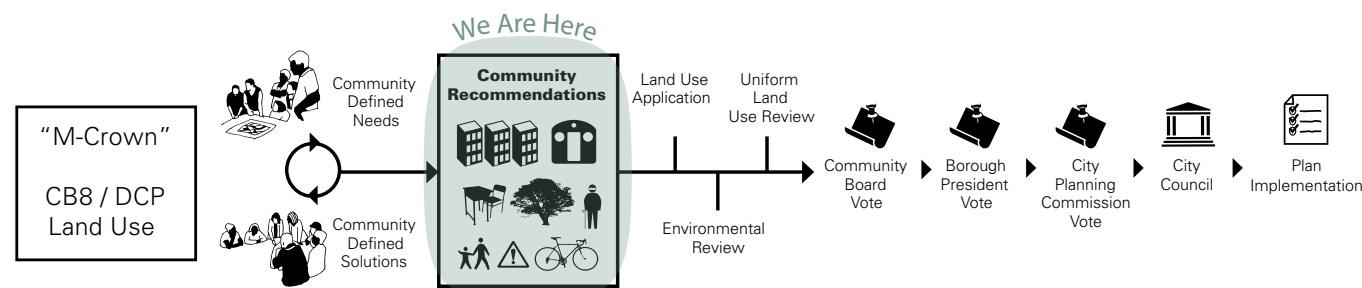


Figure 2: AAMUP Process Diagram

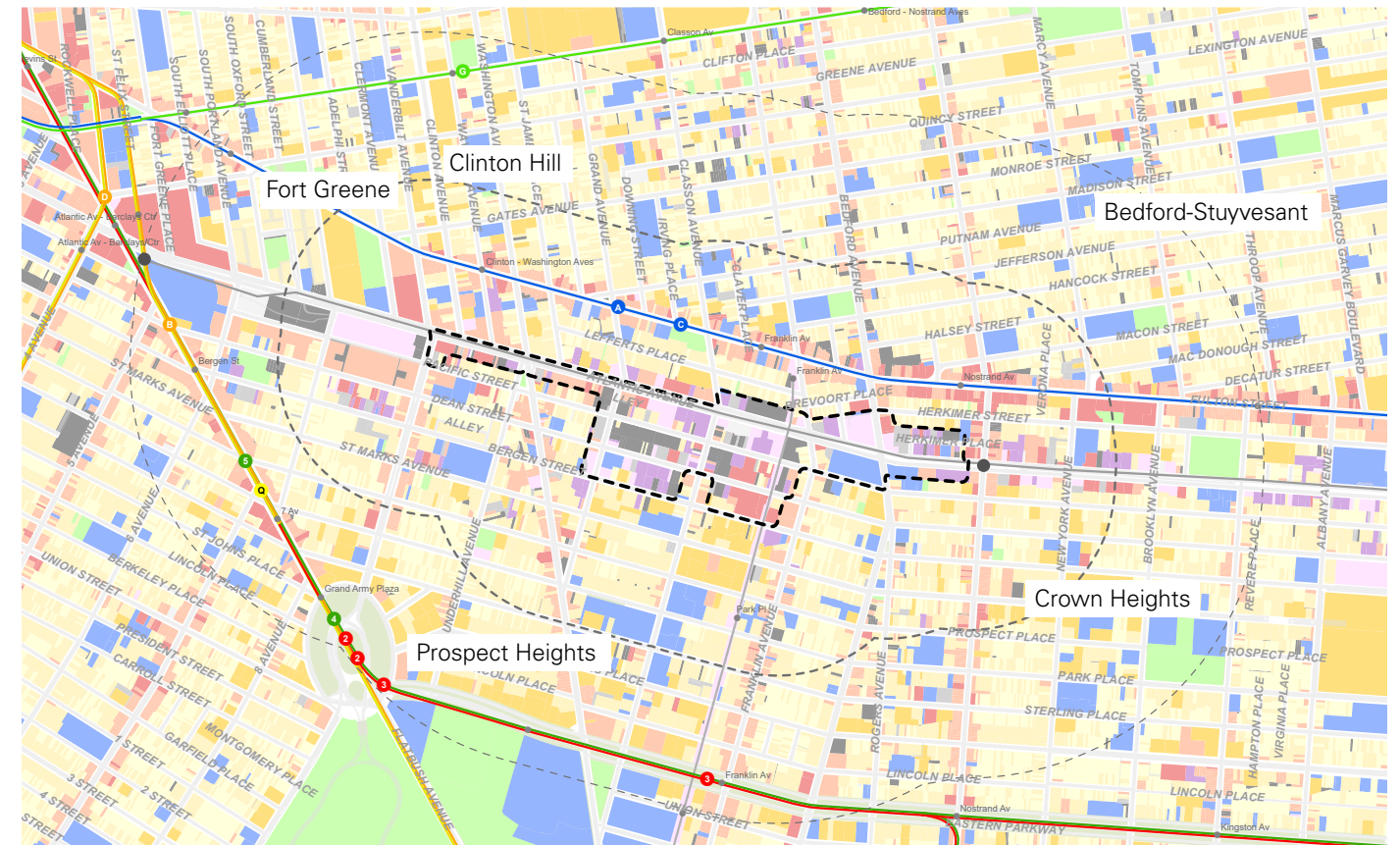


Figure 3: Land Use Around the Project Area

The Project Area is a zone of low-density industrial and commercial uses that sits between the mixed residential and commercial areas to its north and south.

This report’s recommendations will be further advanced in the next phases of the neighborhood plan process, which includes continued public engagement and the release of a draft zoning framework, which will serve as a template to develop a land use application and begin undertaking the required analyses in a Draft Environmental Review Statement (DEIS). Once the land use application and DEIS are complete, AAMUP will advance to the Uniform Land Use Review Procedure (ULURP, the city’s official process for publicly reviewing and approving many land use actions). Once the plan is approved, City agencies will coordinate to implement the investments and policies outlined in the final plan.

This report was developed by the facilitation team at WXY with the support of the Project Team (see page 31 for more on who is involved).



Citywide Context

AAMUP is aligned with recent City efforts to re-envision manufacturing and commercial areas across the city, such as in Gowanus in Brooklyn and Jerome Avenue in the Bronx. As the types of manufacturing and auto-oriented uses that are located in dense urban areas have changed and the demand for housing has far outpaced the demand for industrial space in transit-rich parts of the city, the City is now considering these areas for their potential to support opportunities for both new housing and employment.

The AAMUP process comes amid a severe housing crisis in New York City, in which the city does not have the right mix and quantity of housing available to meet demand, putting particular pressure on neighborhoods like the AAMUP Context Area. Pressure on the current housing stock has caused rapid increases in home prices and rents. Overall, less than 5% of residential units citywide are vacant at a time when there is a sharp increase in demand. The housing problem is even more acute for lower-income and working-class New Yorkers, and has disproportionately affected Black renters and homeowners. Based on the 2021 NYC Housing and Vacancy Survey (conducted one year after the outbreak of COVID-19), less than 1% of units with asking rents below \$1,500 are vacant, compared with a more than 12% vacancy for units with asking rents over \$2,300.¹ Housing production, particularly for affordable homes, has not kept pace with demand. This plan offers an important opportunity to preserve affordable housing and develop new homes in one of the city's fastest growing areas.



The City is confronting the housing crisis with the tools at its disposal to preserve and create housing, while simultaneously working with New York State to ensure that every New Yorker has a place to call home. These strategies and progress towards them are detailed in the following reports:

- *Housing Our Neighbors: A Blueprint for Housing and Homelessness*
- *Rebuild, Renew, Reinvent: A Blueprint for New York City's Economic Recovery*
- *PlanNYC: Getting Sustainability Done*
- *Where We Live: Fair Housing Together*

DCP is also supporting this effort through its "City of Yes" Housing Opportunity initiative to enable more housing and affordable housing in every neighborhood across the city. This citywide planning initiative will be roughly concurrent with the AAMUP process and will serve as a helpful complement to neighborhood planning efforts. After all, many of the pressures in the AAMUP Project Area spill over from other, wealthier neighborhoods whose lack of housing growth forces higher-income people to search for housing in an ever-widening circle in Brooklyn. No neighborhood exists in isolation and creating more housing everywhere is a crucial aspect of addressing the concerns identified through the AAMUP process.

Apart from housing, Atlantic Avenue is also a notoriously dangerous street for drivers, cyclists, and pedestrians. In line with New York City's ongoing Vision Zero initiative to combat traffic violence, AAMUP envisions Atlantic Avenue as an asset and connector for the communities it now divides. Atlantic Avenue is one of the most heavily trafficked arteries in Brooklyn and a key east-west through truck route. It plays a critical role in commercial freight movement in New York City, where 90% of commercial goods are moved by truck.² It is also one of the most dangerous corridors in Brooklyn for crash-resultant serious injuries and fatalities. The City's ability to develop a transformative redesign of Atlantic Avenue that ensures the street is safe and welcoming to pedestrians and transit users and can support local business is essential to the success of the Vision Zero initiative and AAMUP's implementation.

1. NYC Department of Housing Preservation and Development (HPD)
2. NYC Department of Transportation (DOT)

Local History

Central Brooklyn's Spine

Land Acknowledgment

We acknowledge this site as the unceded land of the Canarsie Lenape. We acknowledge the continued legacy of forced displacement from this area. We seek to rectify and halt the forced displacement of long-term and/or minority residents of the Project Area for future generations.

Through the 19th century, the Long Island Rail Road (LIRR) included both at-grade passenger and freight service along Atlantic Avenue, connecting the farms of Long Island to Brooklyn's industrial waterfront, and supporting the growth of industrial businesses along the corridor and surrounding blocks. In the early 1900s, the freight rail line was discontinued and the LIRR was moved below grade, leading to Atlantic Avenue's transformation into a major arterial roadway for automobiles and trucks as vehicle-based transportation skyrocketed in the following decades.

From the early- to mid-20th century, businesses serving those motorists started to open along this heavily trafficked driving route, including gas stations and auto repair shops. As Atlantic Avenue evolved to serve the needs of motorists, it increasingly functioned as a corridor for through traffic and its streetscape became more hostile to pedestrians. Ultimately, the major roadway came to divide the vibrant and diverse neighborhoods of Bedford-Stuyvesant, Clinton Hill, Prospect Heights, and Crown Heights.

In 1961, the Zoning Resolution codified the low-rise industrial and auto-oriented character of Atlantic Avenue and surrounding blocks by mapping an M1-1 zoning district, restricting new growth by allowing only low-density industrial and commercial uses, requiring a high amount of parking, and precluding new residential uses. Since 1961, minimal development has occurred, while many lots have suffered from disinvestment and have gradually become vacant or used for open storage or parking. Meanwhile, many loft-style buildings that were built before zoning and currently do not comply have been adaptively reused and converted to offices, art studios, and light industrial spaces.

In more recent times, the surrounding neighborhoods have experienced major demographic shifts. In the 1960s and 1970s, White flight away from NYC led to a drop in the area's population. In the 1980s and 1990s, an influx of Black and Caribbean residents, driven by immigration, brought new life to the area. The economic growth and stability fostered by local communities continued to attract new, and

1. US Census, Decennial Census 1980, 2020

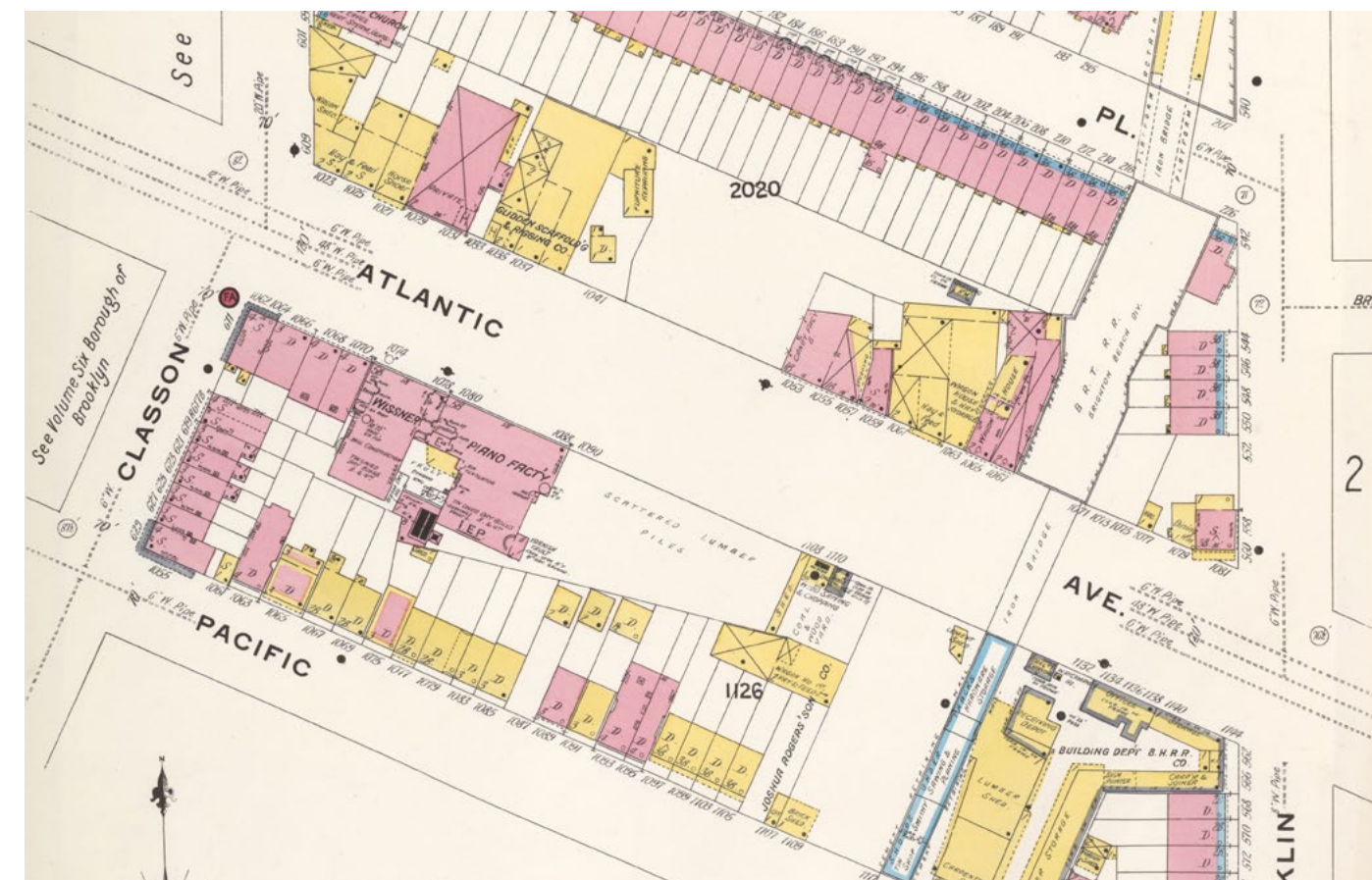
eventually wealthier residents. As more people sought to move into the gentrifying area, demand for homes increased — driving up local rents and home prices.

Rising housing costs and predatory real estate practices aimed at pushing out tenants to place units back on a favorable market have displaced many thousands of the area's residents, affecting Black, brown, and lower-income residents more so than other communities. Between 1980 and 2020, the population of Census tracts overlapping within a quarter mile of AAMUP grew from 95,163 to 119,021 (Page 38, Figure 10: Change by Race/Hispanic Ethnicity, Context Area 1990-2020). During this period, the area has lost more than 35,000 Black residents (a 44% decrease).¹ The incoming households able to afford the area in more recent years have tended to be whiter and wealthier than the area's historic population.

These demographic shifts have been coupled with neighborhood-wide rezonings of Prospect Heights (1993), Fort Greene-Clinton Hill (2007), Bedford Stuyvesant South (2007), and Crown Heights West (2013) that, along with the designations of historic districts by the Landmarks Preservation Commission (LPC), have largely preserved

Figure 4:
Atlantic Avenue Historic Map

Lionel Pincus and Princess Firyal Map Division, The New York Public Library. "Brooklyn V. 2, Plate No. 41 [Map bounded by Atlantic Ave., St. James Pl., Putnam Ave., Classon Ave.]" The New York Public Library Digital Collections. 1884 - 1936.



the neighborhood's built environment. The 1990s and early 2000s featured a revitalization of nearby Park Slope and Fort Greene with more recent investment in the Fort Greene cultural district and the Downtown Brooklyn Rezoning that have continued to drive the area's growth. Directly to the west of AAMUP is Atlantic Yards/Pacific Park, a multi-phased development led by the Empire State Development Corporation (ESD).

Today, the Project Area continues to serve as a corridor mainly for automobiles, bisecting the residential neighborhoods of Central Brooklyn. The M1-1 designation for Atlantic Avenue has been largely left unchanged and contributed to disinvestment and underused land. In stark contrast with the dynamic communities that neighbor AAMUP, the Project Area is relatively inactive – home to businesses with a low density of jobs and few residents except for homes that predate the M1-1 zoning and buildings under construction from recent private rezonings.



Figure 5: Atlantic and Carlton Avenues, 1947

Atlantic and Carlton avenues looking north, 1947. Source: New York Public Library



Figure 6: Atlantic and Nostrand Avenues, 1910

Atlantic Avenue and Nostrand, looking east, 1910. Source: NY Digital Culture of Metropolitan New York

Past Planning and M-CROWN Planning for Today's Needs

Community engagement for the Atlantic Avenue Mixed-Use Plan builds on a decade-long planning effort by Brooklyn's Community Board 8 (CB8), known as "M-CROWN" (Manufacturing, Commercial, Residential Opportunity for a Working Neighborhood). The M-CROWN planning process stemmed from the 2013 neighborhood rezoning of Crown Heights West, which maintained the existing scale and character of the neighborhood while creating incentives for affordable housing through the Voluntary Inclusionary Housing (VIH) program.

Following the 2013 CB8-led rezoning of Crown Heights West, CB8 formed a land use sub-committee for M-CROWN and in 2015 passed its first resolution calling for a rezoning to spur mixed-use growth with affordable housing and light manufacturing space that provides access to living-wage jobs for local residents.

In an effort to develop a shared vision for the M-CROWN area, in 2016 DCP began collaborating with CB8 and laid the groundwork for a land use study that also included the adjoining M1-1 zoned area in Community District 3 (CB3) on the northern side of Atlantic Avenue, culminating in the release of a draft land use framework by DCP in 2018. Over the subsequent years, DCP continued to collaborate with CB8 to reach consensus around a vision for the area. Between 2014 and 2023, CB8's M-CROWN Subcommittee held 40 public meetings that reached 307 unique individuals.

In response to a request from elected officials, community board leaders, nonprofit organizations, and other community members for a holistic plan, in April 2022 the City agreed to advance a comprehensive neighborhood planning process for the area, including a goal of widening engagement to those who previously were not involved in M-CROWN, and a commitment to provide high-priority infrastructure and programmatic investments.

Recent Growth and Private Rezoning

Both AAMUP and its surrounding area have experienced growth of new housing and population as a result of private rezoning applications, as-of-right development, and long-term development projects, such as Atlantic Yards/Pacific Park. Within a half mile of AAMUP, 15,753 units have been permitted or built since 2000, coupled with an increase in population from 103,138 to 119,012 from 2000 to 2020.

Since 2019, seven private rezoning applications have been approved in the Project Area. Together, these projects are anticipated to bring approximately 1,500 new housing units, including 440 affordable units as part of the City’s Mandatory Inclusionary Housing (MIH) program, as well as ground floor non-residential space.¹ While these applications have allowed for new housing and jobs on a discretionary basis, AAMUP is an opportunity to holistically plan for the future.

These private rezonings have supported the local communities’ needs for affordable housing, but they also have further amplified the concern voiced by the local community for a comprehensive plan that can transform the area while supporting new capital investments and coordinated City initiatives. In addition to new developments resulting from private rezonings, the neighboring Atlantic Yards/Pacific Park project is a 15-building, 22-acre development led by the New York State Empire State Development Corporation, which will include over 6,000 housing units and a new 6-acre public open space when fully built out. As of June 2023, eight mixed-use residential buildings have been completed, totaling approximately 3 million square feet and 3,212 units, of which 1,374 are affordable. This major project served as a key point of reference in land use planning discussions throughout this engagement process, especially given local disappointment with the state’s public engagement strategy, the relatively high skew of the project’s affordable rents, and use of eminent domain to displace longtime residents, and a lack of coordinated planning and investment for city infrastructure and services to support this growth. Atlantic Yards/Pacific Park represents a key consideration as the City plans for growth in the community and provides quality public services.

1. In addition, 3 private applications – 470 Vanderbilt Avenue (I), 1350 Bedford Avenue (H) and 809 Atlantic Avenue (J) – were approved in 2009, 2017, and 2019, respectively, totaling approximately 550 units, 250 of which are permanently affordable.

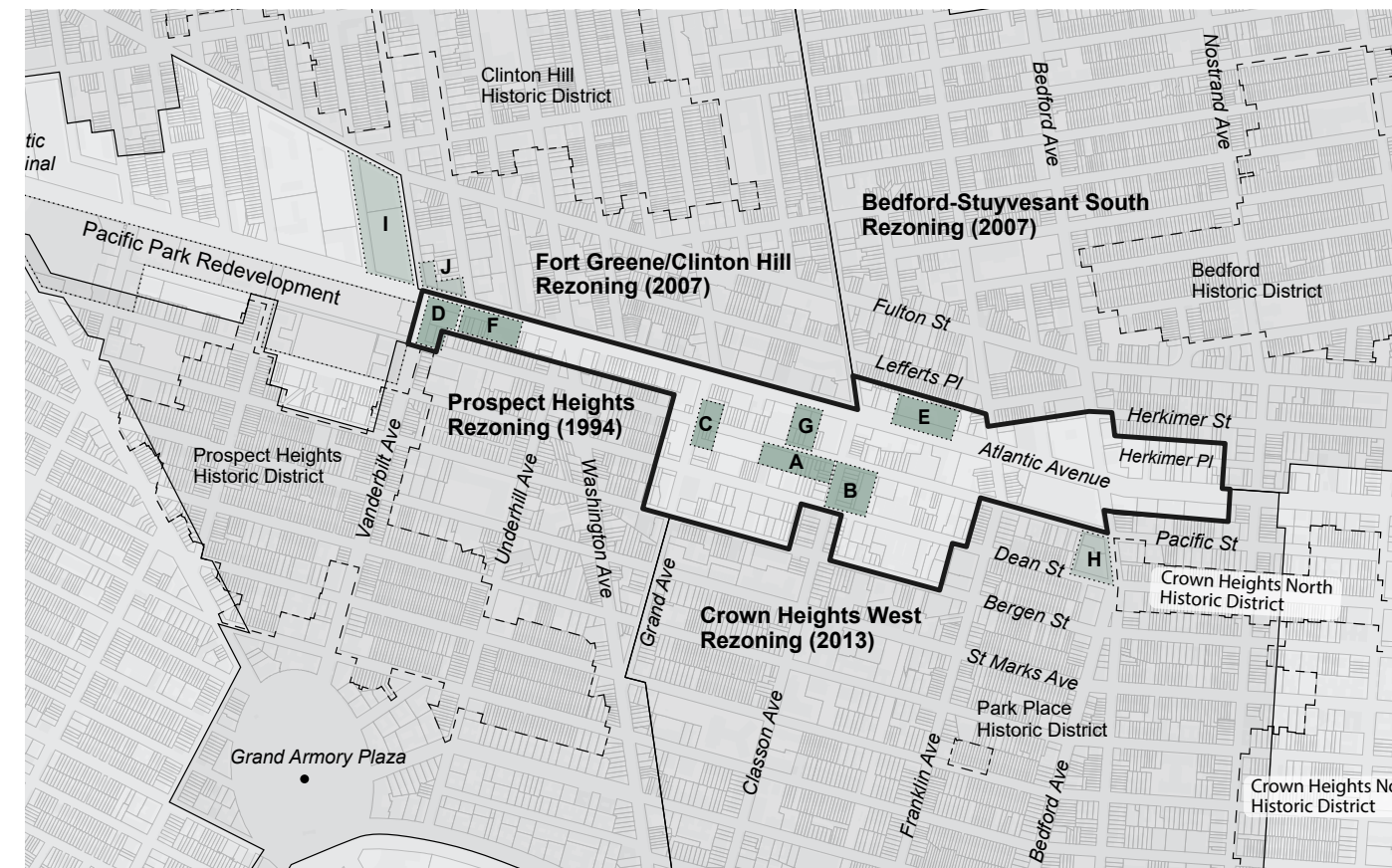


Figure 7: Map of Private Rezoning Areas Around the Project Area

	Project Name	Approval Year	Total Proposed Units	Proposed Affordable Units
A	1010 Pacific Street	2019	154	39
B	1050 Pacific Street	2019	103	33
C	Grand and Pacific	2020	68	16
D	840 Atlantic Avenue	2021	316	95
E	1045 Atlantic Avenue	2021	426	126
F	870-888 Atlantic Avenue	2022	228	69
G	1034-1042 Atlantic Avenue	2022	210	52-63
H	1350 Bedford Avenue*	2017	94	94
I	470 Vanderbilt Avenue*	2009	376	73
J	809 Atlantic Avenue*	2019	286	55

*Approved within 1 block of the Project Area

Engagement Summary

» Don't worry, Bee Happy.



1

Planning Process

Process Overview

New York City Council Member (CM) Crystal Hudson and DCP convened the current AAMUP process, building on the community-based planning work by CB8 and CB3. CM Hudson launched the process as a comprehensive planning exercise to increase public participation and bring together discussions about land use changes and investments necessary to support the area's growth.

Entering the planning process, the Council Member had five key areas of focus:

Council Member Areas of Focus

- Affordable Housing
- Holistic Planning
- Promoting Job Growth
- Infrastructure and Capital Planning
- Street Safety

The AAMUP community engagement process sought to accomplish four goals:

- **Gather Information:** Collect and organize community challenges, opportunities, and ideas in order to inform the neighborhood plan
- **Community Organizing and Engagement:** Strengthen ties between community members and City agencies and demonstrate a successful model for community planning
- **Develop Recommendations:** Develop implementable recommendations that reflect community hopes for the future while building on past and present planning efforts
- **Model Community Planning:** Build a base of engaged residents to advocate for community needs, and define shared priorities and goals across various stakeholders

Who Was Involved

The AAMUP engagement process sought to develop a set of goals, priorities and recommendations for the future of the Project Area based on the local knowledge and experience of community members and stakeholders. The process was coordinated by a **Project Team** that included the Office of CM Crystal Hudson, the Department of City Planning (DCP), the New York City Council Planning and Land Use Division (PLUD), and the Department of Housing Preservation and Development (HPD), and was organized and facilitated by the WXY Studio (WXY).

Alongside the Project Team, a **Steering Committee** (SC) was convened to guide the community planning process. SC members, whom CM Hudson appointed, include: representatives of Community Boards 2, 3, and 8, (including representatives who developed the CB8 M-CROWN resolution); local residents and civic leaders; leaders from organizations that have a history serving the area; and subject matter experts.

The process was also supported by City agencies that were not part of the project team. These agencies participated in public meetings to directly listen to priorities heard by the community, shared relevant background information, and informed the development of the Community Recommendations. City agencies who played a key role in the planning process included the Office of the Deputy Mayor for Economic and Workforce Development, Department of Transportation (DOT), Department of Small Business Services (SBS), Department of Parks and Recreation (DPR), School Construction Authority (SCA), and NYC Economic Development Corporation (EDC). State agencies, such as the Metropolitan Transportation Authority (MTA) and Empire State Development Corporation (ESD), were also kept informed throughout the process.



Figure 8:
Who Was Involved

* The Steering Committee includes representatives from CB2, CB3, and CB8.

Process Flow

The AAMUP process consisted of 12 public meetings held between January and June 2023, including a Kickoff meeting, two Community Planning Workshops and nine Working Group Meetings. The total number of attendees at all meetings was 1,174, with at least 270 unique individuals joining in the planning process. Meetings were organized into three rounds of engagement. Each round included one large Community Planning Workshop and three Working Group meetings, with each group tailored to one specific area relevant to the redevelopment of Atlantic Avenue. The three rounds of engagement had the following goals:

AAMUP Rounds of Engagement

Round One: Introduction

- Inform the community about the planning process and its goals
- Gather input on the community's strengths, challenges, and opportunities
- Develop a set of Opportunity Statements – aspirational goals that will guide the development of the plan's community recommendations (listed in Appendix A)

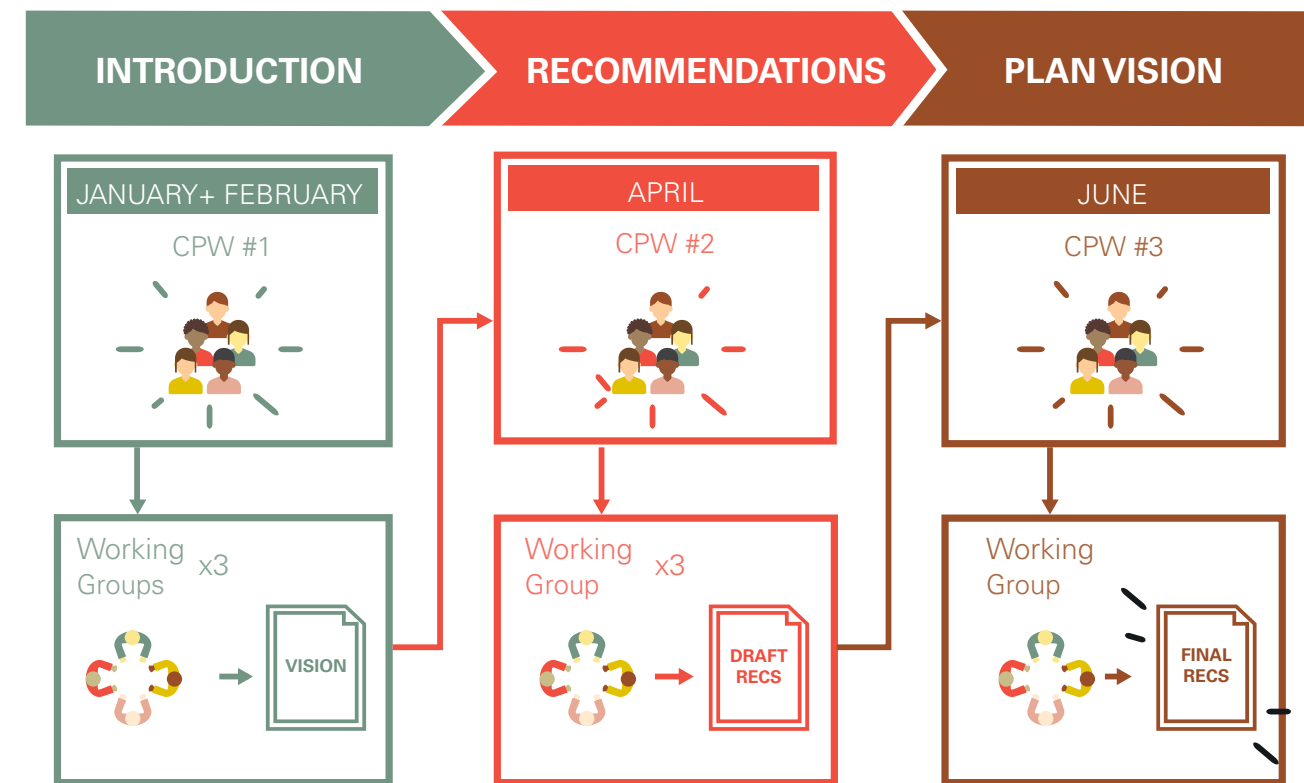
Round Two: Recommendations

- Workshop and affirm the AAMUP Opportunity Statements with the public
- Begin to develop draft Community Recommendations guided by AAMUP's Opportunity Statements

Round Three: Plan Vision

- Workshop, refine, and expand upon the draft Community Recommendations towards a set of final Community Recommendations for inclusion in this AAMUP report

The **Steering Committee** (SC) met nine times throughout the public engagement process to support the Project Team in developing the engagement strategy, review meeting materials, and help to spread word about upcoming meetings to the broader community. The SC also worked with the Project Team to come to consensus on the top community priorities and finalize the full set of community recommendations.



Community Planning Workshops (CPWs)

Each of the three rounds of engagement began with a large **Community Planning Workshop** (CPW) where the public was invited to review the outcomes of the planning process to date and offer their thoughts regarding all topics under the process's comprehensive planning focus. In round one of engagement, the CPW was a virtual Kick-Off Meeting; in rounds two and three, the CPWs were open house-style workshops that enabled participants to browse information and offer feedback at a series of topic-based stations around the room, staffed by representatives from the relevant City agency. At all three CPWs, the public had the opportunity to share their thoughts with the Project Team verbally, through written comments submitted on print materials and post-its and a series of voting and priority ranking engagement activities.

Figure 9:
AAMUP Process Flow

Working Groups

The AAMUP process' three Working Groups served to thematically organize meetings around relevant topic areas. During each round of the three rounds of engagement, each Working Group held one meeting, totaling nine Working Group meetings throughout the engagement process. At every Working Group meeting, the Project Team shared relevant background information from City agencies.

Working Group A: Streetscape, Physical Infrastructure, and Open Space

Inclusive of street design, street safety, accessibility and mobility, public transportation, freight, parking, climate change mitigation and resilience, green infrastructure, storm-water management, parks, landscape, street trees, plazas, open spaces, public art, and public programming.

Working Group B: Economic Development, Human Capital, and Services

Inclusive of industry, manufacturing, and other job-generating uses, workforce and economic development, job creation, small businesses, education and childcare, health and community wellbeing, community resources, and other service-based needs.

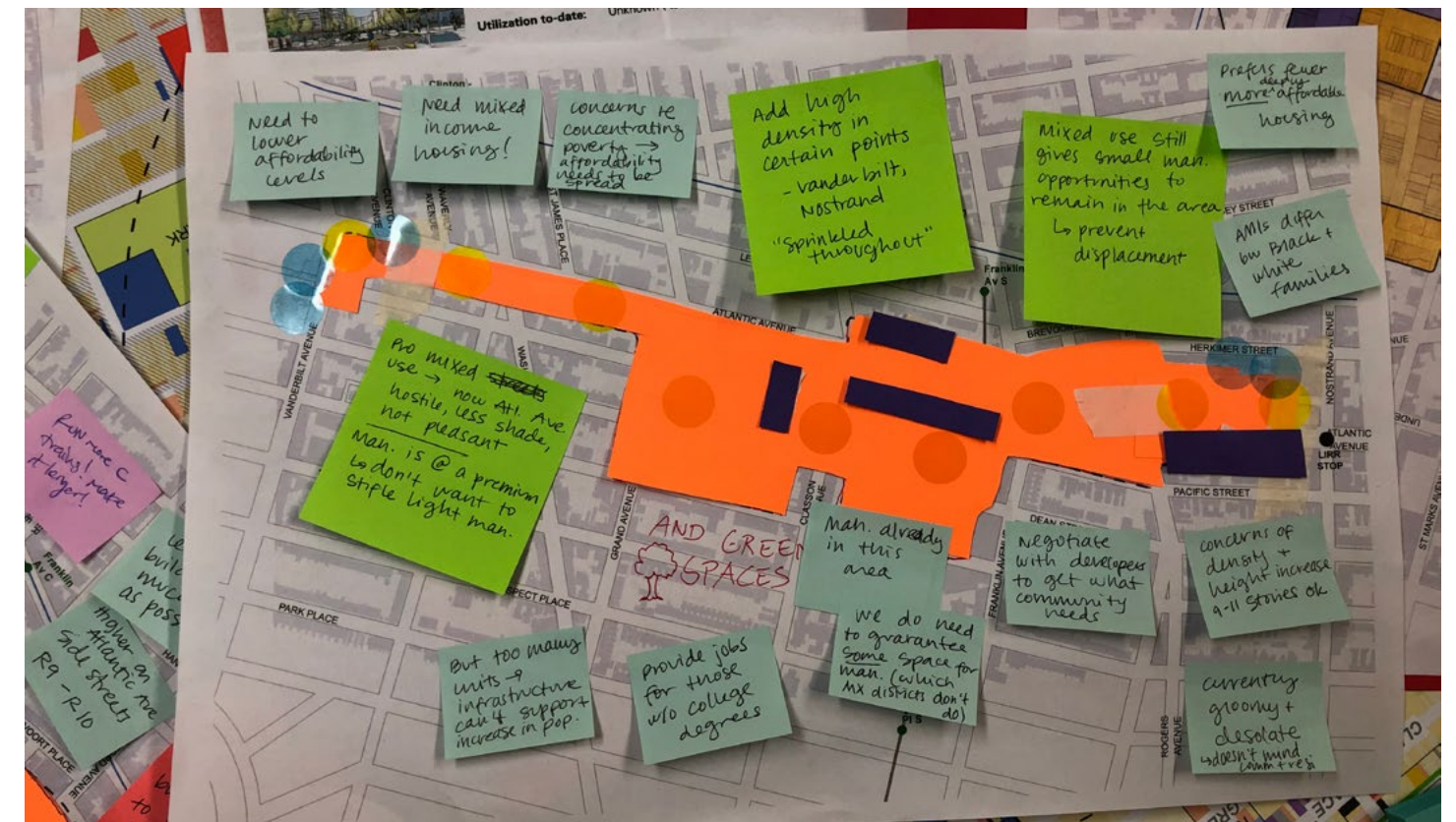
Working Group C: Land Use, Density, and Housing

Inclusive of housing (including affordable and supportive housing), retail & commercial, mixed-use, industrial and auto-oriented uses, building form and density, zoning and land use, neighborhood amenities, and historic preservation.

Engagement Synthesis

During every public and SC meeting, the Project Team gathered notes on public comments that were shared verbally and in writing. Following the meeting, the Project Team developed a meeting summary document synthesizing "What We Heard" to condense key findings from the meeting. These meeting summaries are included in Appendix D of this report.

The full list of community recommendations was developed iteratively throughout the engagement process. As the recommendations were drafted, the Project Team and community provided subsequent rounds of edits. Changes were directly informed by proposed edits and additions from the attendees of each public meeting.



Existing Conditions Between Communities

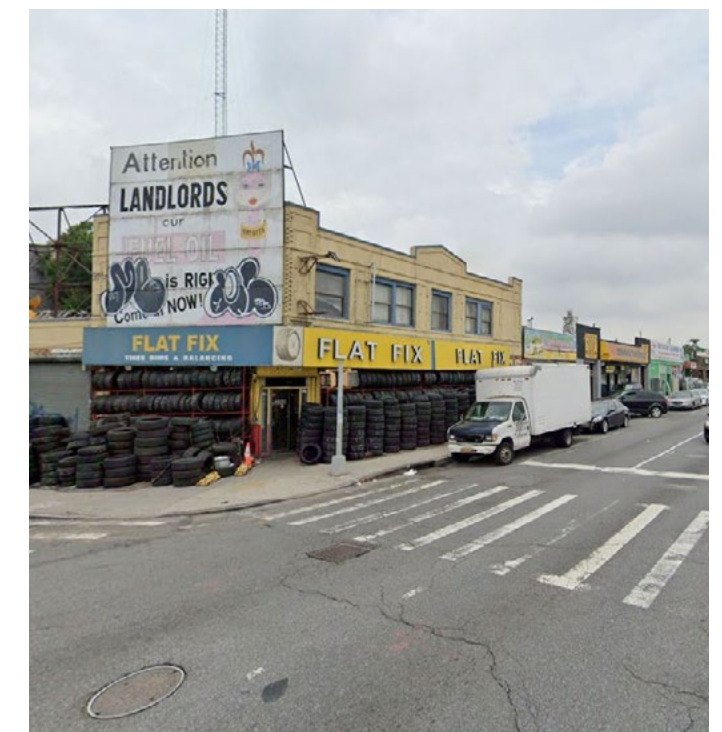
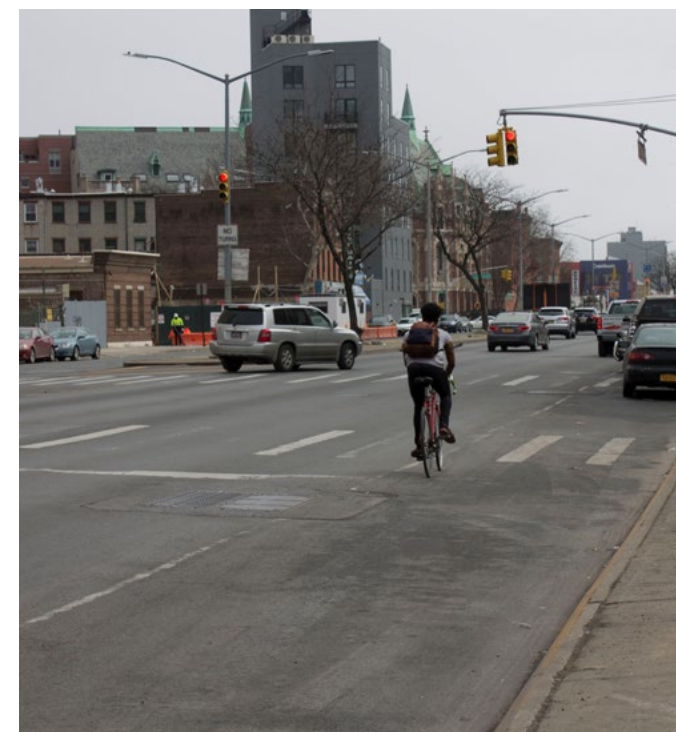
The AAMUP Project Team worked with the community to identify the key issues and opportunities for the area’s future.

The Context Area within a half-mile radius of AAMUP is home to 119,000 residents, and includes three separate Community Districts and two City Council districts. The following section summarizes existing conditions within the Context Area and shares what we heard from the public, topic by topic.

It was important to ensure that all stages of the process and proposed community priorities and recommendations are informed by feedback and suggestions from local residents. Throughout the engagement process, the Project Team used a discussion of the area’s existing conditions as a jumping-off point to identify the opportunities, key issues, and concerns that residents and local workers have identified in the Project Area.



Pacific Street between Classon and Franklin avenues



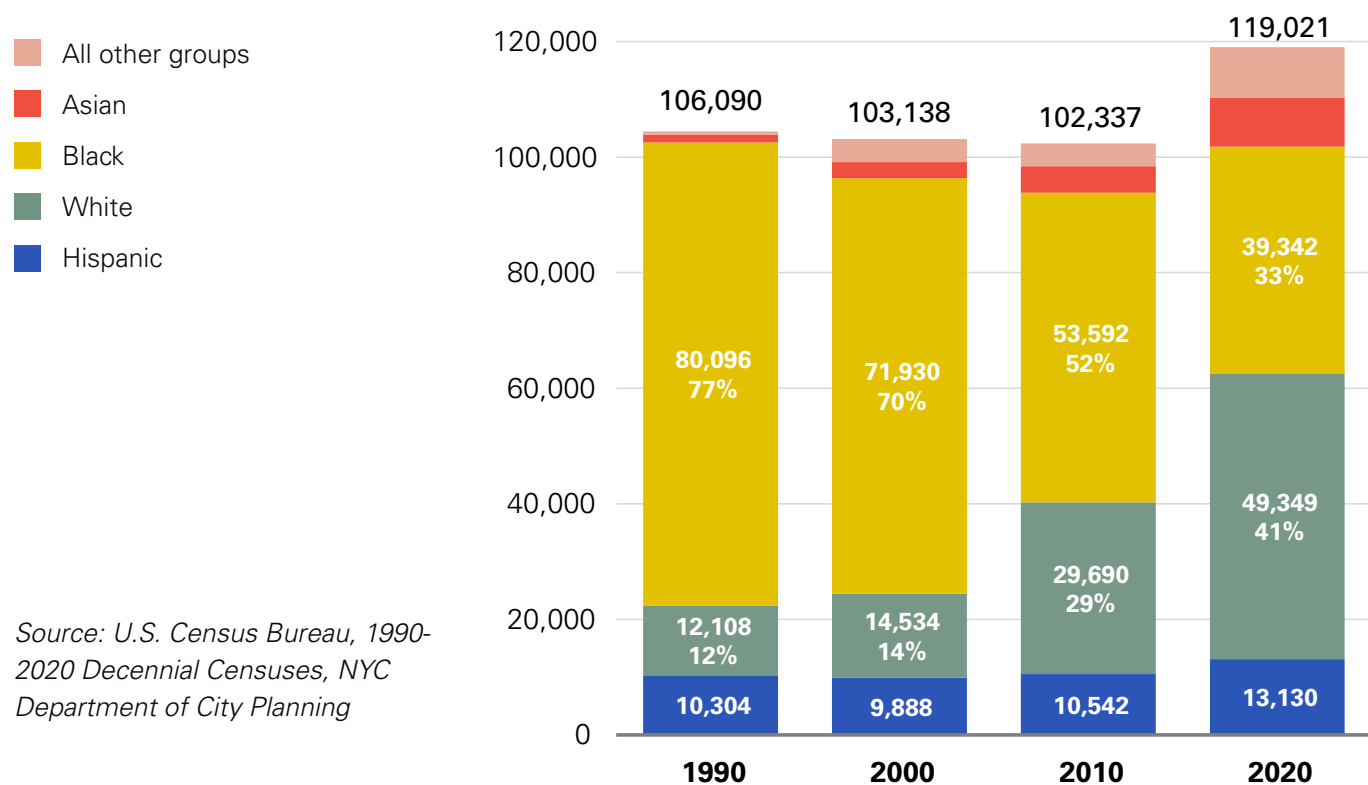
*Top: Atlantic Avenue between Bedford and Nostrand avenues
Left: Atlantic Avenue at Waverly Avenue looking east
Right: Atlantic Avenue at Classon Avenue looking east*

Existing Conditions Demographics

Within the AAMUP Context Area, decennial census data from 1990 to 2020 shows an increase of 12,931 residents and a dramatic shift in the racial/ethnic makeup of the area.¹ The demographic trends show an overall increase in the number of White and Asian residents, and a major decline in the number of Black residents (Figure 10).² Alongside a shift in the racial/ethnic composition, the area also experienced socioeconomic shifts, with an increase in median household income.³

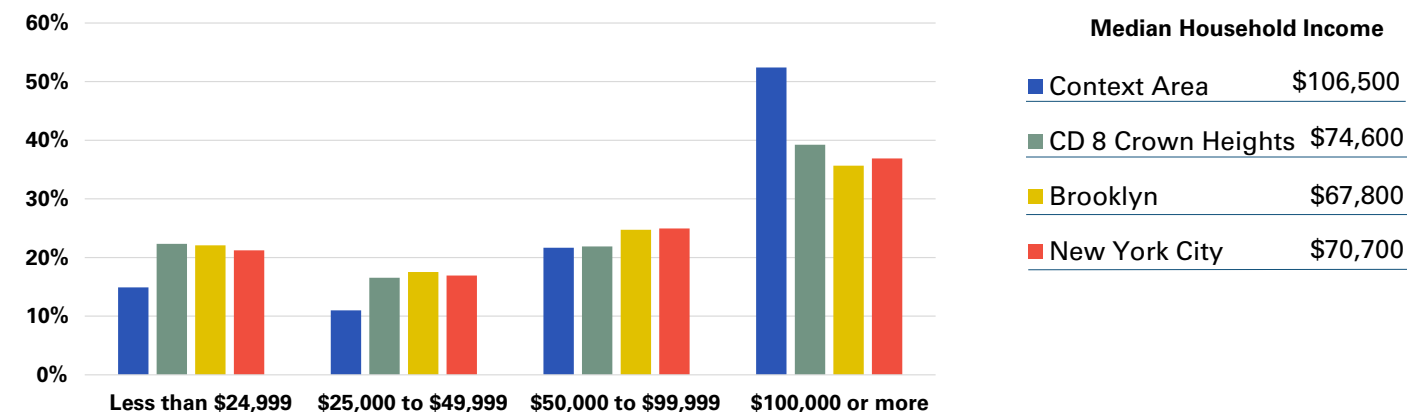
The past two decades have witnessed an increase in specialized, highly-educated workers among local residents. The dominant industries that residents within quarter-mile of the Project Area work in today are “professional, scientific, management, administrative and waste management services” (25% of residents), followed by “educational services, health care and social assistance roles” (23%).⁴

Figure 10: Change by Race/Hispanic Ethnicity, Context Area 1990-2020



Source: U.S. Census Bureau, 1990-2020 Decennial Censuses, NYC Department of City Planning

Figure 11: Households Income Distribution



Median Household Income	
Context Area	\$106,500
CD 8 Crown Heights	\$74,600
Brooklyn	\$67,800
New York City	\$70,700

Source: U.S. Census Bureau 2017-2021 American Community Survey — Summary File, NYC Department of City Planning

What We Heard: Demographics

The Project Team heard deep concern about the displacement of Black residents from Bedford Stuyvesant, Crown Heights, Prospect Heights, Clinton Hill, and Fort Greene.

Collectively, these neighborhoods have been important homes for New York City’s African American and Black communities. In addition to their historic role as cultural centers that have fostered Black arts, creators, and community organizations, these neighborhoods have also historically been essential places where Black families were able to develop economic security and expand the ranks of Black working- and

middle-class households. The gentrification of these areas and the displacement of Black residents have disrupted that history. As the neighborhood changes and housing prices continue to climb, we heard a consistent theme from people in the community who want to see their community protected, celebrated, and centered in the future of this area. Tangibly, these were reflected in calls to support Black-owned businesses, protect existing affordable housing, and ensure that housing is affordable for a diverse array of New Yorkers.

1. U.S. Census Bureau, 1990-2020 Decennial Censuses, NYC Department of City Planning

2. For this report, mutually exclusive race/Hispanic origin categories are used. For succinctness “White non-Hispanic, alone,” “Black or African American non-Hispanic, alone,” “Asian non-Hispanic, alone” are referred to as “White,” “Black,” “Asian.” The category “All other groups” includes “some other

race non-Hispanic,” “Native Hawaiian or Pacific Islander non-Hispanic, Native American or Alaska Native non-Hispanic, and “two or more races non-Hispanic.”

3. U.S. Census Bureau, American Community Survey, 5-year 2009 - 2014, 2017-2021, NYC Department of City Planning

4. U.S. Census Bureau, American Community Survey, 5-year 2017-2021, NYC Department of City Planning

Existing Conditions Housing

Housing costs are a strain for many residents of the study area. Rent prices in AAMUP’s Context Area have risen at a faster rate than rent prices citywide: Between 2011 and 2017, rent in Brooklyn Community Districts 2, 3, and 8 increased an average 17%, compared to a 10% rise over the same time period citywide.¹ More than 70% of households in the project’s Context Area rent rather than own their housing, slightly higher than the citywide rate of 68%.² As rents have risen, a larger share of residents within the area are also considered rent-burdened: 41% of the residents in the Context Area are rent burdened (spend 30-50% of their income on rent), and 21% are severely rent burdened (spend over 50%), compared to 52% burdened and 28% severely burdened citywide.³ These trends mirror the heightened demand and rising rents seen in surrounding brownstone Brooklyn neighborhoods. Housing costs in the region have also increased disproportionately to the rate of inflation over the past 20 years, making home ownership increasingly inaccessible for many residents.

While the area surrounding AAMUP is primarily residential, the Project Area contains few homes due to the existing M1-1 zoning not allowing new housing to be built. Current housing was either in existence prior to 1961 and is now legally non-conforming or was built pursuant to a variance by the Board of Standards and Appeals (BSA). In recent years, city policies have incentivized or required the development of affordable housing, like the Mandatory Inclusionary Housing (MIH) program (2016) that requires new development to rent up to 30% of residential floor area as affordable apartments when MIH is mapped with a rezoning. All of the recent private applications within the Project Area have mapped MIH, and as a matter of citywide policy all recent rezonings with a substantial increase in residential capacity have mapped MIH.

1. NYCHVS Median Gross Rent 2011, 2014, and 2017; NYC Department of Housing Preservation and Development

2. NYC Department of Housing Preservation and Development

3. Ibid.

Source (plot): NYCHVS Median Gross Rent 2011, 2014, and 2017; NYC Department of Housing Preservation and Development (All dollar values are adjusted for inflation and presented in 2017 dollars)

Figure 12: Median Gross Rent Over Time, 2011-2017

- BK CB2
- BK CB3
- CB CB8
- Brooklyn
- NYC

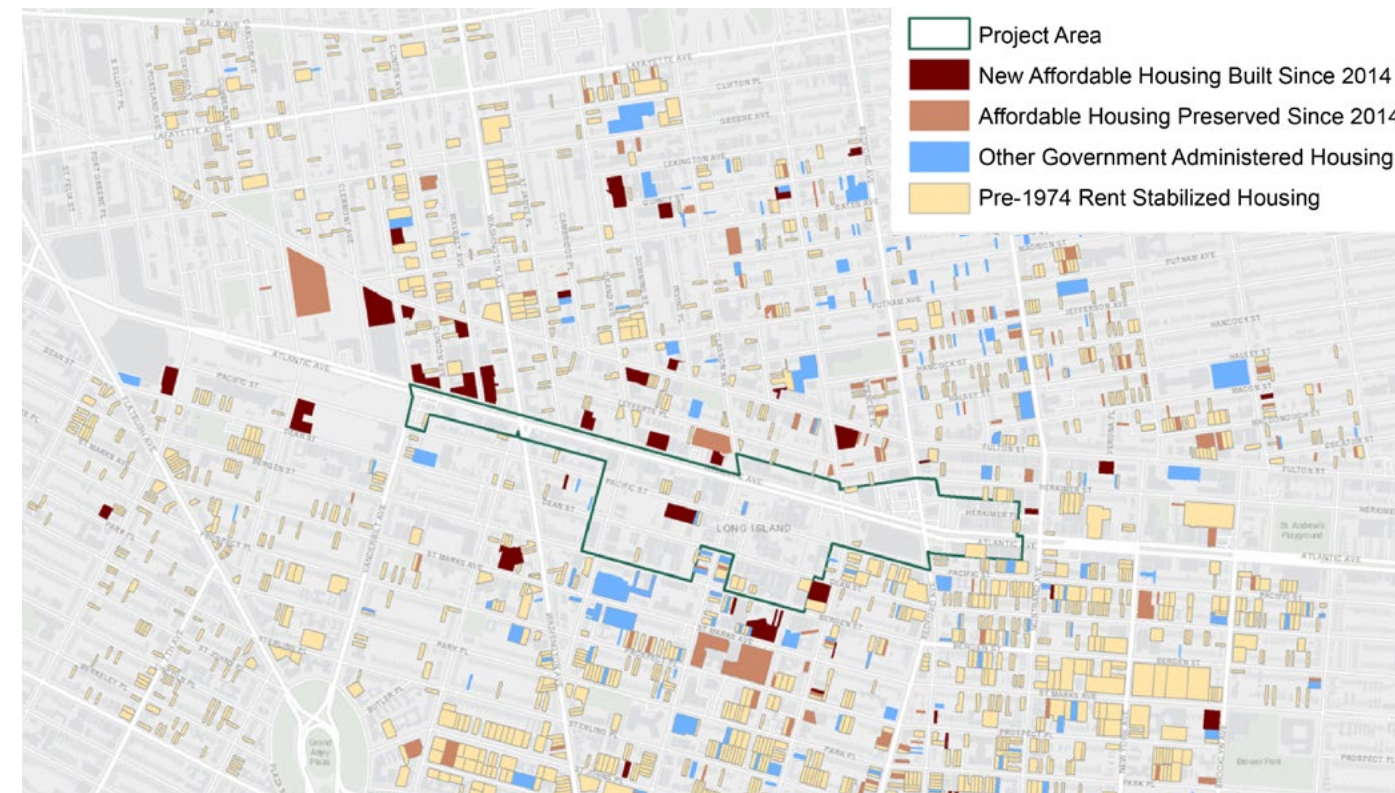
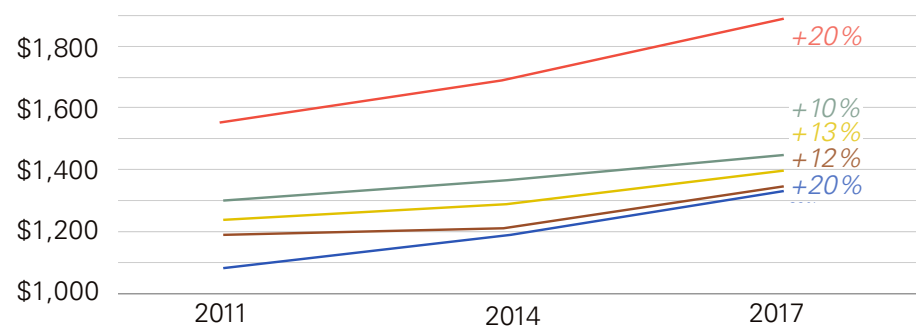


Figure 13: Existing Affordable Housing Map Source: NYC Department of Housing Preservation and Development

What We Heard: Housing

The demographic shift in the Context Area has also precipitated deep anxiety over housing affordability. In all three rounds of the Land Use, Density, and Housing working groups - and across all three working group topic areas - the development of affordable housing remained the top priority. In an area where a significant portion of the population rent their homes, there was huge concern over the distressed state of many properties in the Context Area and perceptions that there has been an increase in illegal evictions and a lack of choice. Some participants also flagged aggressive and illegal homeownership buyout schemes, many of which intentionally target elderly Black homeowners. While the housing crisis within the Context Area coincides

with the shift in racial and socioeconomic demographics, many felt that the housing crisis – particularly the lack of affordable housing and the pressure on the existing housing stock – has contributed to the decline in the area’s Black and brown populations through high rents, evictions, and buyout schemes. There was consensus about the importance of allowing for more housing production in the area, although residents voiced different opinions about how that should be accomplished. Some people wanted to see significant increases in the allowed residential density, some sought more moderate growth, and others felt that greater density should be contingent upon offering more deeply affordable housing.

Existing Conditions Jobs and Businesses



GMDC at 1102 Atlantic Avenue.
Credit: GMDC



1000 Dean Street

Today, businesses in the Project Area employ approximately 800 people.¹ The largest share of jobs (39%) are in local services industries like retail, food, accommodations, and other services (e.g., auto repair, dry cleaners, salons). Industrial businesses employed the second largest share of workers in the Project Area, around 270 people – representing one-third of area jobs (34%), followed by office-based businesses, which represented 20% of area employment (60 people) and includes information, financial activities, and other professional and business services. In the decade from 2012 to 2022, private sector employment in the Project Area grew by 38%, primarily driven by the growth of office-based jobs in the Professional, Scientific, and Technical Services sectors (+100 jobs). Growth in office-based jobs more than offset industrial job losses (-28%) in that decade. Industrial job losses were primarily due to a decline in area manufacturing and wholesale jobs. Construction jobs increased by 16%.²

NYC SBS is currently conducting a Crown Heights Commercial District Needs Assessment (CDNA) on an adjacent segment of Atlantic Avenue between Franklin and Utica Avenues. Of 94 Atlantic Avenue storefronts recorded for the CDNA, the most common businesses are: (1) auto services; (2) professional and medical services; (3) construction, manufacturing, and wholesale; (4) hardware, furniture, and home goods stores; and (5) hotels.³ Some of these types of businesses support a relatively low number of jobs for the amount of space that they occupy. Compared to nearby commercial corridors in Crown Heights (Franklin, Nostrand, Kingston, and Utica Avenues), Atlantic Avenue has the highest ground-floor vacancy rate at 21%.³

Notable employment hubs include a location of the Greenpoint Manufacturing and Design Center (GMDC), which serves as a hub for manufacturing and maker-space uses at 1102 Atlantic Ave, and 1000 Dean Street, which includes office space for multiple small businesses and nonprofit organizations.

This stretch of Atlantic Avenue is surrounded by well-established commercial corridors. To its north, Fulton Street is an important commercial corridor for local shops and services, and Vanderbilt, Washington, Franklin, and Nostrand avenues all support a high concentration of businesses.

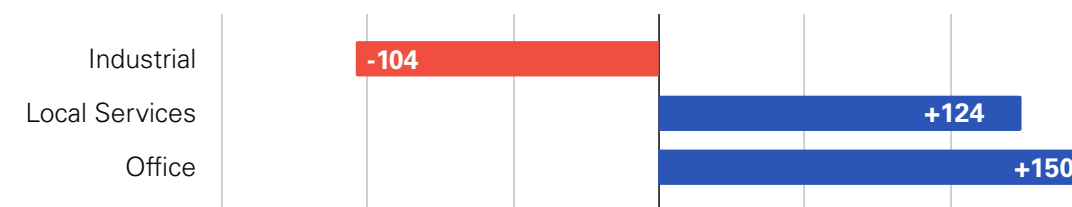
1. NYC Planning analysis of New York State Department of Labor (NYSDOL) Quarterly Census of Employment and Wage data, 2022 Annual Average. Represent private-sector employment only.
2. Ibid, 2012 and 2022 Annual Averages
3. NYC Small Business Services (SBS) Crown Heights Commercial District Needs Assessment. Ongoing.

What We Heard: Jobs and Businesses

Throughout the engagement process, participants emphasized their interest in encouraging the growth of industries that only need workers to have a high school diploma or equivalents, such as construction and building trades, as well as light and artisanal manufacturing. Participants also expressed a desire for jobs that were walkable and locally accessible, particularly as a complement to mixed-use growth. There was also an interest in targeted workforce development programs that would help local employers identify their needs and develop curricula to train for those in-demand skills. Some participants also expressed an interest in support for growing the green

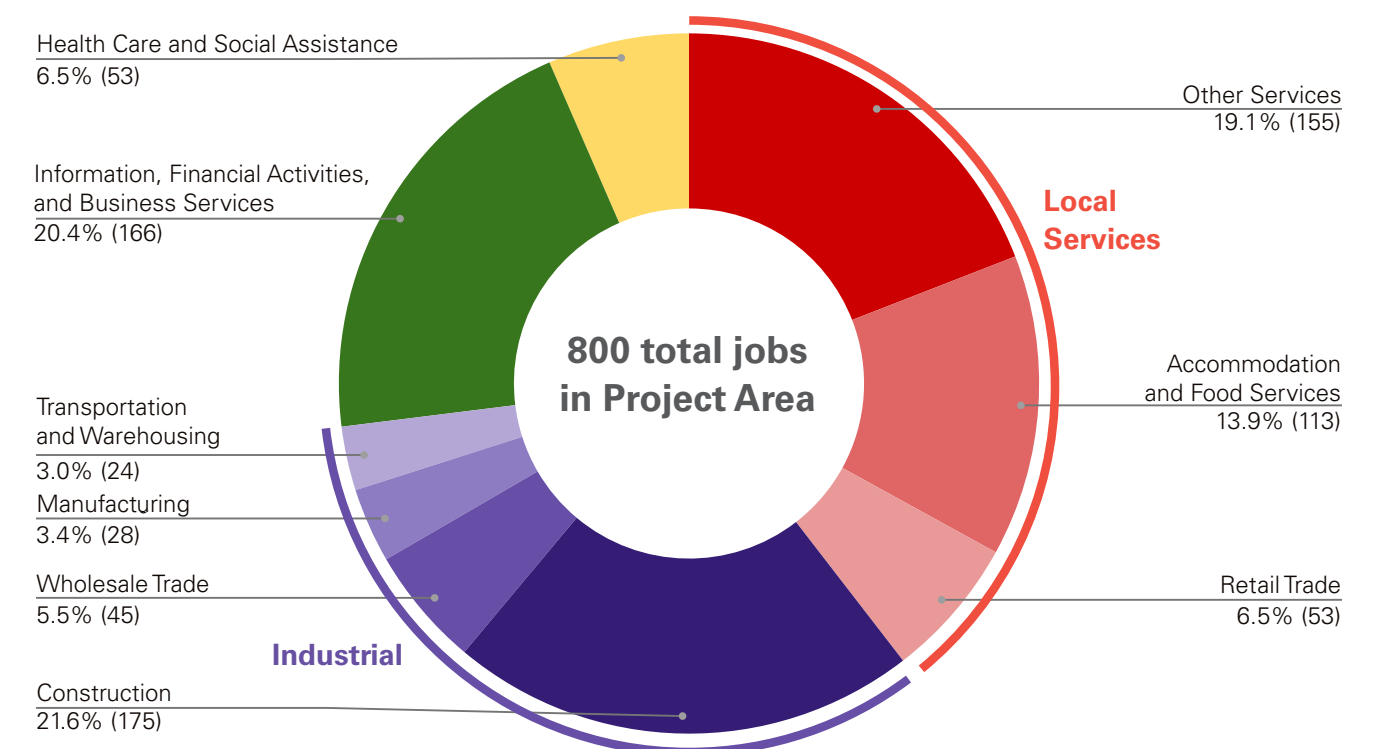
economy, namely in energy services, renewables, upcycling and reuse, sustainable construction trades, landscaping, forestry, and urban agriculture. Participants expressed concern for the businesses that have already been or might be displaced from the area and were interested in interventions that would help employers find suitable relocations. In particular, participants desired formalized efforts to promote and protect the area's Black-owned and M/WBE businesses. Generally, participants were excited to see a revitalized Atlantic Avenue with local businesses, restaurants, and neighborhood services.

Figure 14: Project Area Change in Number of Jobs by Sector, 2012 - 2022



Source: U.S. BLS QCEW NAICS-Based Data Files

Figure 15: Project Area Employment by Industry, 2022



Source: NYC Planning analysis of NY State Department of Labor Quarterly Census of Employment and Wages (QCEW) data, 2022 Annual Average

Existing Conditions

Land Use and Zoning

In 1961, the Zoning Resolution codified the low-rise, industrial, and auto-oriented character of Atlantic Avenue and surrounding blocks by mapping an M1-1 zoning district, severely restricting new growth by allowing only industrial and commercial uses with a maximum floor area ratio (FAR) of 1.0 and a high parking requirement. M1-1 districts have a base height limit of 30 feet, above which a structure must fit within a sloping sky exposure plane.¹ No new residential uses are permitted. Land uses within the M1-1 district include vacant land, open storage, parking garages, warehousing and distribution, gas stations, office buildings, hotels, medical offices, and houses of worship.

In response to growing development interest following the approval of the 2013 Crown Heights West Rezoning, CB8 spearheaded a planning process in northwestern Crown Heights called M-CROWN (“Manufacturing, Commercial, Residential Opportunity for a Working Neighborhood”) with a vision for new affordable housing and job-generating uses. Since 2016, DCP has been engaged with CB8 and began a study in collaboration with board members, local residents, property owners, and other stakeholders. In 2018, DCP released a land use framework, known as the “M-CROWN” framework, which built upon CB8’s goals and set forth a vision with individual sub-areas, (see Figure 16).

The sub-areas were identified as the following:

- **Atlantic Avenue Mixed-Use Sub-Area:** Support growth of a major corridor with a high density mix of commercial and residential uses
- **Western Mid-Block Mixed-Use Sub-Area:** Encourage moderate density, mixed-use development with greater density along the north-south avenues
- **Eastern Mid-Block Commercial and Industrial Sub-Areas:** Maintain and support clusters of industrial and commercial uses

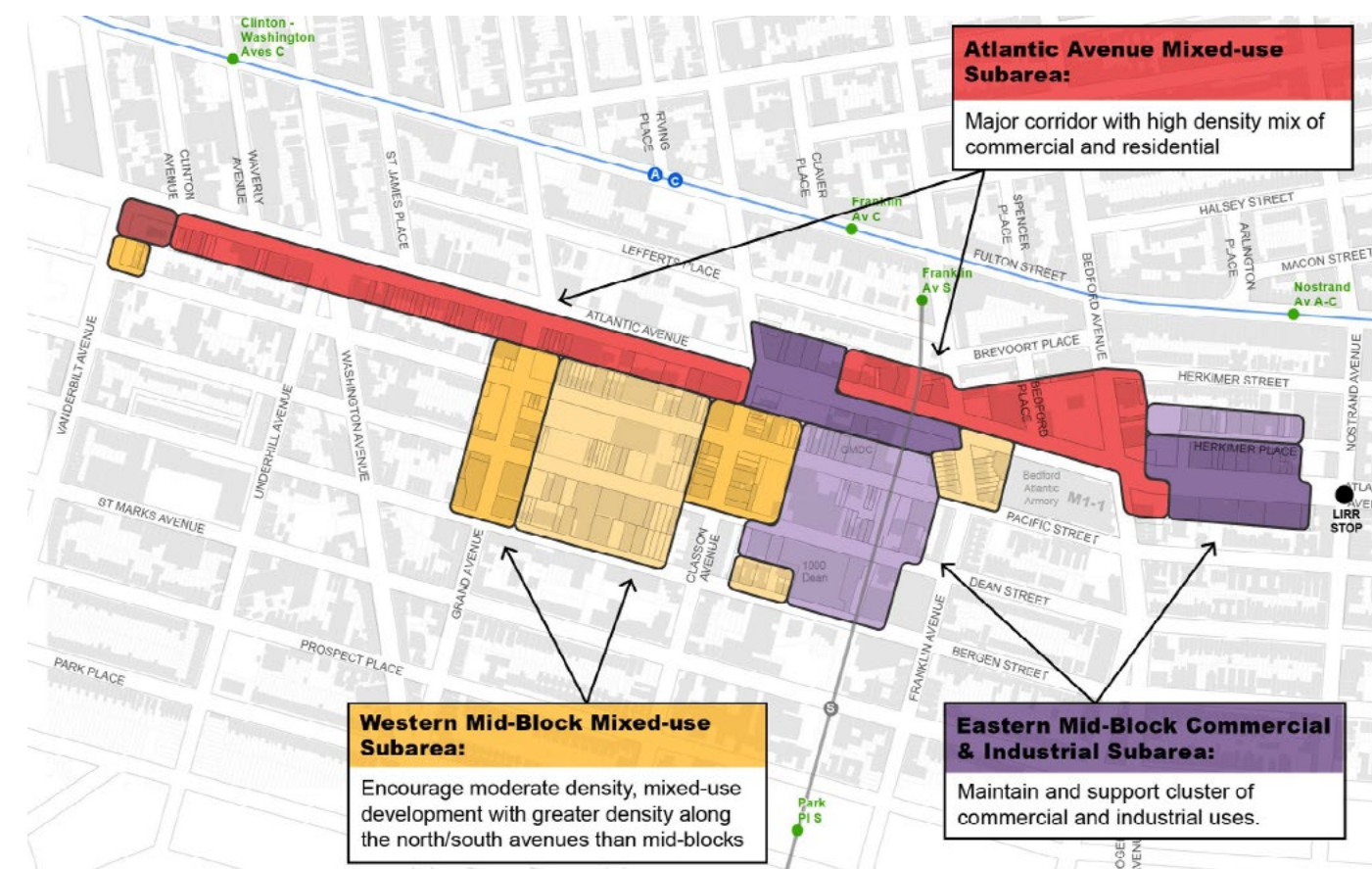


Figure 16: 2018 DCP M-CROWN Framework

1. A “sky exposure plane” is a sloped plane that controls building height and allows buildings to increase in height based on the distance from the street. The sky exposure plane establishes a limit for a building envelope as specified in the zoning code.

What We Heard: Land Use and Zoning

Throughout the process, the M-CROWN framework was shared at several outreach meetings to solicit feedback on both the framework and specific priorities around land use and density. In general, there has been broad agreement with much of the M-CROWN framework that there is a desire for growth and increased density across the entirety of the Project Area, with significant density most appropriate along Atlantic Avenue. Some opinions agree that density should step down along the side streets while others prefer significant density across the entire Project Area. Participants agreed that Atlantic Avenue should have an active ground floor with residential above. The areas south of Atlantic Avenue should include a mix of all uses (community facility, residential, commercial, industrial and manufacturing). However, some participants felt that the framework placed too much value on manufacturing and industrial uses rather than a wider array of uses that provide amenities and jobs, and that non-residential areas in the framework should be adjusted to mixed-use areas to allow for more housing.

In the second round of working groups, participants were asked to apply strips of different colored construction paper to conceptualize

where they would locate different land use sub-areas and what kind of density they felt would be appropriate for each. While there was a solid consensus around the need for significant increase in the number of housing units across the Project Area, participants diverged on the type and nature of the housing that should be produced. Some supported a dramatic increase in all types of housing – including market rate housing — arguing that more housing of all types would result in a positive impact on housing affordability everywhere. Others stated a willingness to support large increases in housing density only on the condition that new units were affordable for lower income residents.

Common views expressed across maps at different tables included preferences for mixed-use residential and commercial area throughout the Project Area, high density (R8 to R10) along Atlantic Avenue, and lower density (R6 to R7) south of Atlantic towards Bergen Street.¹ As noted above, there was also a consensus on changing the framework’s manufacturing areas to mixed-use areas and having limited manufacturing districts interspersed throughout the Project Area. (See Figure 17 that summarizes this feedback)

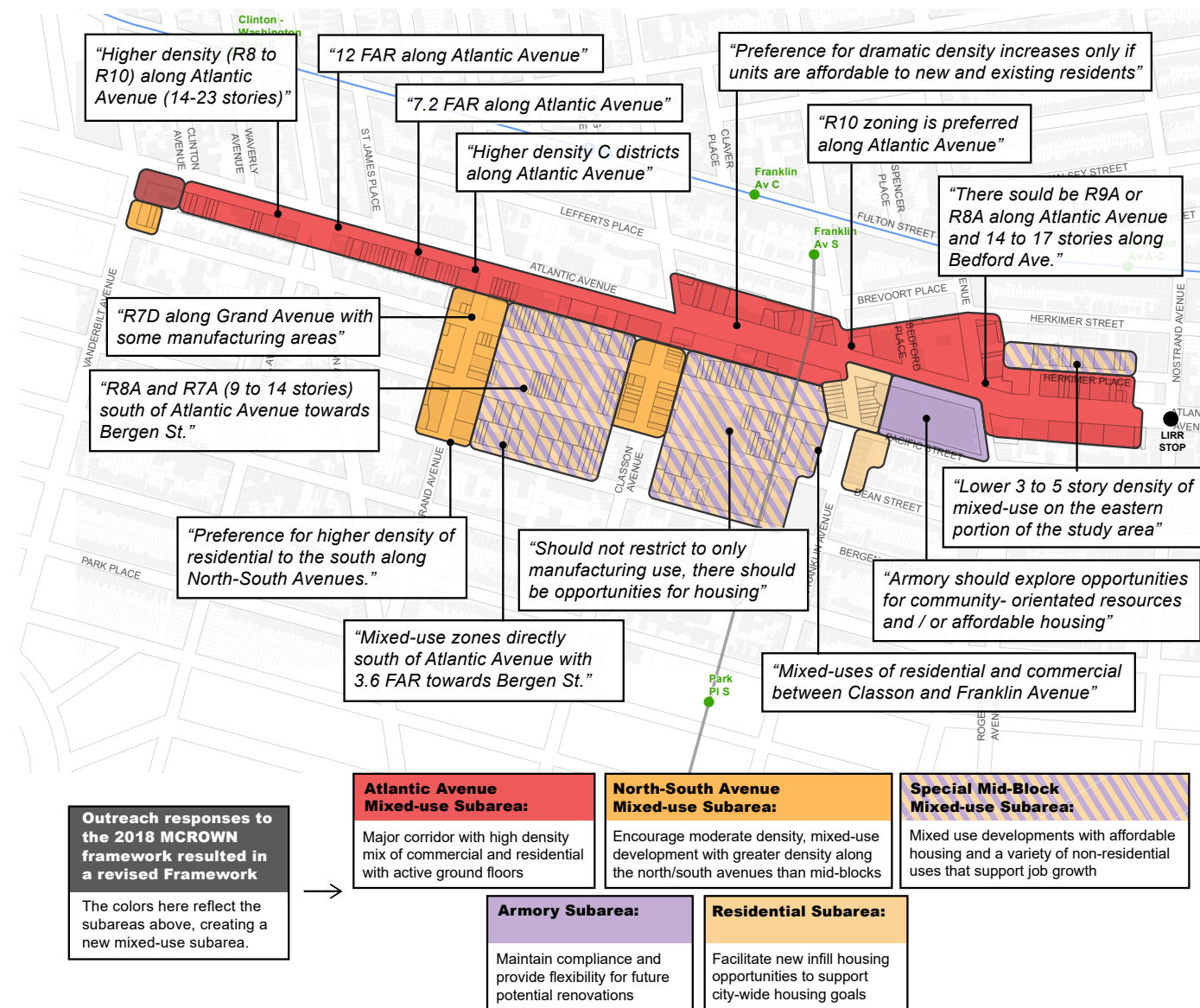


Figure 17: What We Heard About the DCP M-CROWN Framework

Comments shown reflect what we heard about the 2018 DCP M-CROWN Framework during this AAMUP engagement process.

1. For reference on zoning density and floor counts see Appendix page 108-109

Existing Conditions

Transportation

Atlantic Avenue has been the focal point for need improvements through this community planning process. Today, this stretch of Atlantic Avenue is designed almost exclusively for private vehicular access. Three travel lanes in either direction, a curbside parking lane, narrow sidewalks, and long, infrequent crossings make the street inhospitable for pedestrians and serve to divide the vibrant communities to its north and south. Compounding the effects of its design, the existing vehicular services along the corridor result in sidewalks that are frequently obstructed by stored vehicles, tires, and regular curb cuts for drivers to traverse the walkway.

This corridor is one of the most dangerous corridors in all of Brooklyn for pedestrians. The City has designated it a Vision Zero Priority corridor and the Project Area includes two Vision Zero Priority intersections where Atlantic Avenue intersects with Bedford and Nostrand avenues. In the time period between 2016 and 2020, there have been two pedestrian fatalities at the intersection of Atlantic Avenue and Bedford Avenue. 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, including 31 severe injuries (12 pedestrians, 8 bicyclists, and 11 motorists).

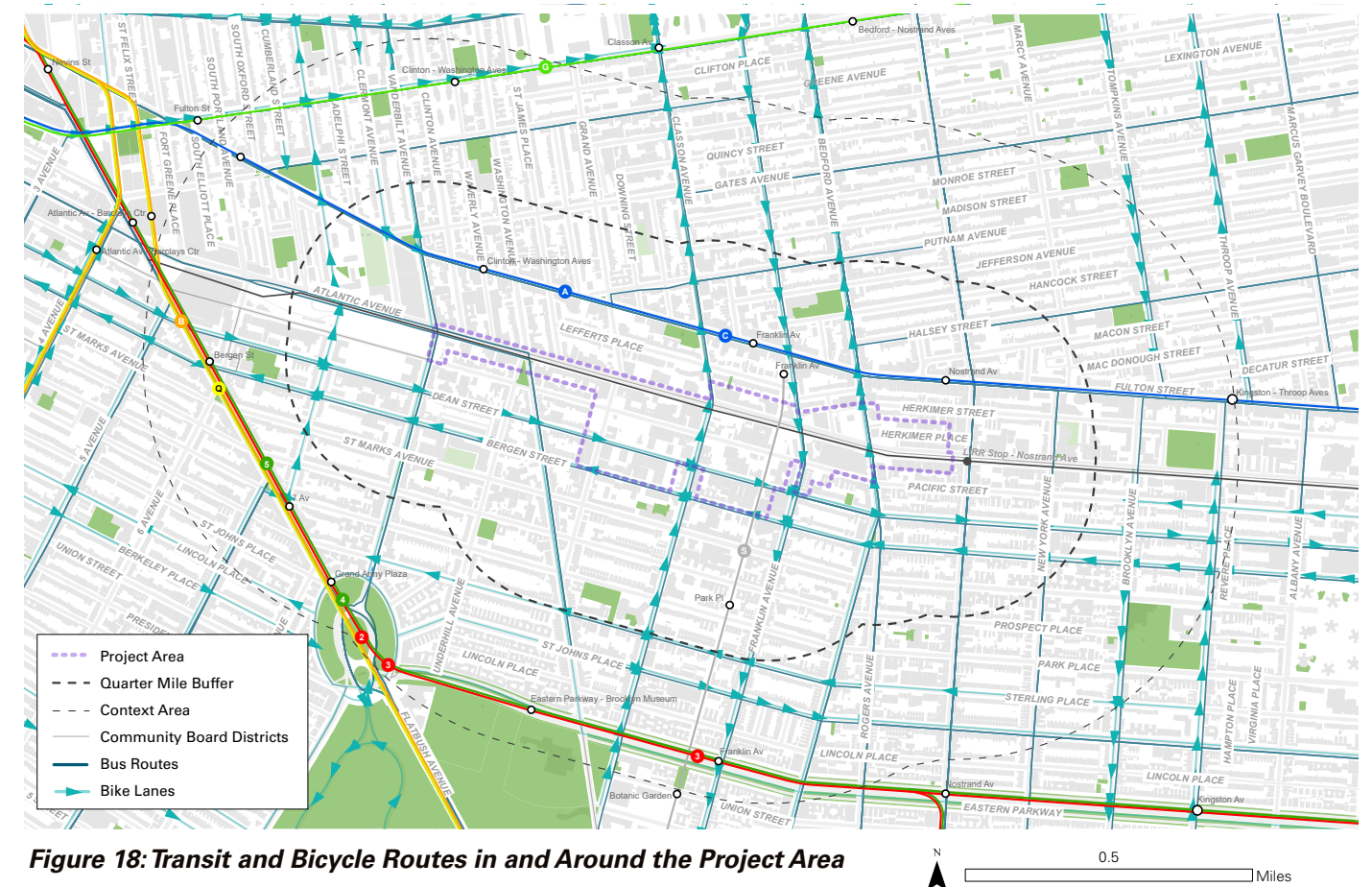


Figure 18: Transit and Bicycle Routes in and Around the Project Area

Source: NYC Department of Transportation



Atlantic Avenue is the only east-west through truck route in this area of Brooklyn, making it an essential link for commercial and freight traffic with connections to the Brooklyn-Queens Expressway (BOQE), Flatbush Avenue, and eastward to Queens and JFK Airport. The character of the avenue differs significantly west of Flatbush Avenue in Boerum Hill, Cobble Hill, and Brooklyn Heights, and east of Nostrand Avenue where the elevated Long Island Railroad (LIRR) tracks bisect Bed-Stuy and Crown Heights. This six-travel lane section of Atlantic Avenue within the Project Area sits between two four-travel lane sections of the avenue to its east and west.

Despite Atlantic Avenue's oversized presence, just 11% of the area's residents drive or carpool to commute as of 2019,* 66% commute via subway, 7% walk, 4% take the bus, 4% bike, and 1% use commuter rail. The majority of workers head to Manhattan (61%) and 23% stay in Brooklyn.

Overall, the area is comparatively well-served by public transportation options. The A and C subway lines and B25 and B26 bus routes along Fulton Street, the B45 on Atlantic and Washington avenues, the B65 on Bergen and Dean streets, the B48 on Classon and Franklin avenues, the B49 on Bedford and Franklin avenues, and the B44 on Nostrand and Rogers avenues are all accessible within the Context Area. The Franklin Avenue shuttle (S) runs north-south through the the Project Area, with connecting service to the C, 2, 3, 4, 5, B and Q subway lines. The LIRR stop at Nostrand Avenue is also a key regional link, connecting the area to Downtown Brooklyn, East New York, JFK, and with Nassau and Suffolk counties.

Today, Bergen and Dean streets serve as a key pair of east-west connectors for bicycle riders in central Brooklyn. North-south bike routes on Vanderbilt, Washington, Classon, Franklin, and Bedford avenues are also important to the cycling network. Currently, none of the area's bicycle routes are protected bikeways, which can lead to dangerous conflicts for cyclists.

* 2019 mode share analysis is used to avoid the impacts of COVID-19 on travel behavior

What We Heard: Transportation

Participants want Atlantic Avenue to be a safe and welcoming street for people of all ages and abilities. That included calls for: wider and improved sidewalks; shorter, more frequent crossings; daylighting at intersections to improve visibility; and the addition of more greenery.

There was also significant interest in seeing improvements to the bicycle network in the area. In particular, residents support improving the key routes on Bergen and Dean streets, closing existing gaps in the network, and upgrading to

protected lanes wherever possible. While some want to see protected bike routes on Atlantic Avenue, just as many were concerned about the potential danger of combining bike and truck traffic.

There was general consensus that C train service frequency and reliability should be improved to support a larger number of residents and workers. Some participants also wanted to see greater priority given to bus routes through on-street design improvements.

Figure 19: 2019 Commute Origins and Destinations

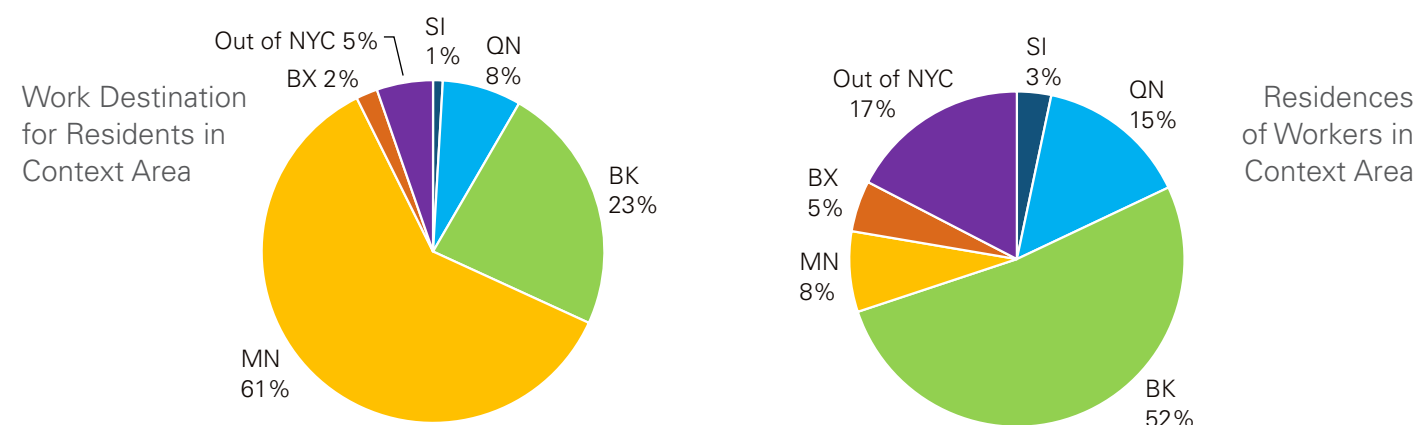
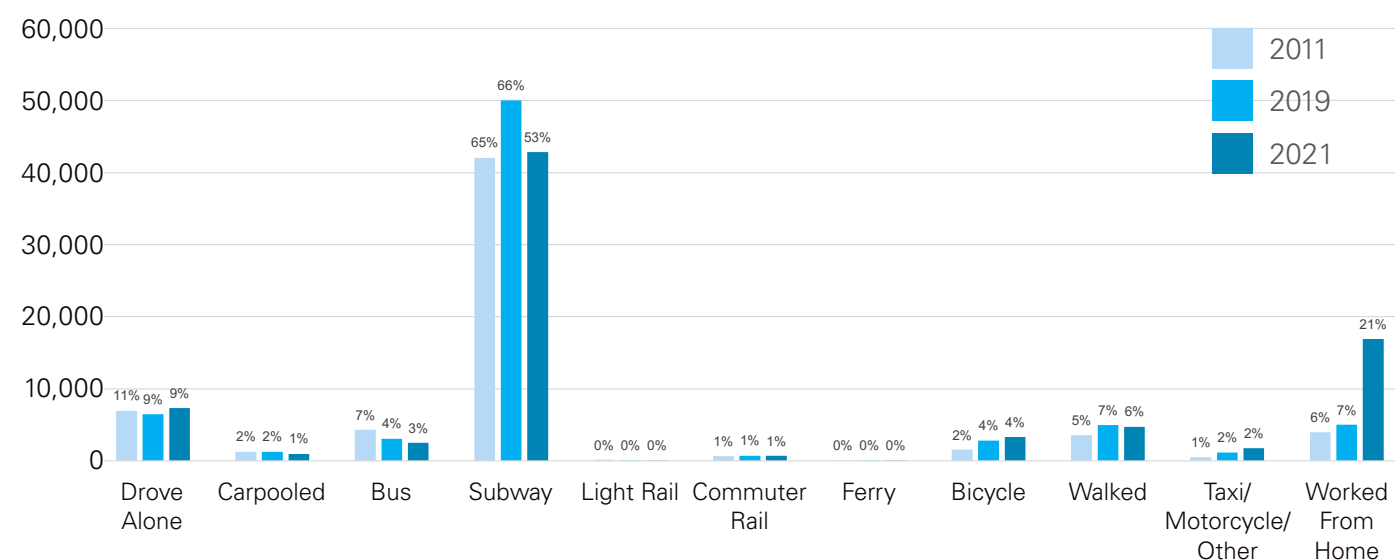


Figure 20: Means of Transportation to Commute for Residents of the Context Area



Top: US Census, LODES 2019 (LODES = Longitudinal Origin-Destination Employment Statistics)

Bottom: US Census, American Community Survey 5-Year Estimates 2007-2011, 2015-2019, 2017-2021

Existing Conditions

City Services

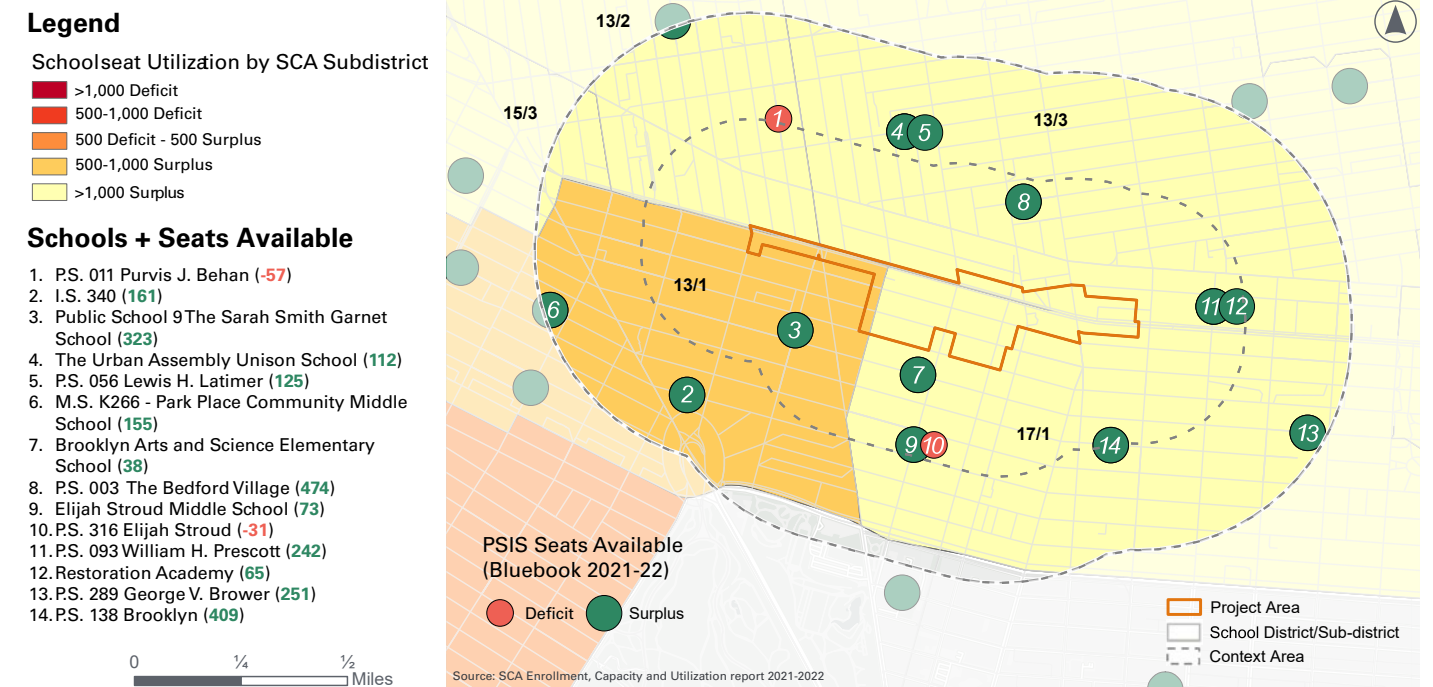
Every neighborhood in New York City relies on a set of municipal services to support its residents and businesses. They include the City's public education system, sanitation services, social and housing services to support our neighbors, and workforce development. When a community grows, as the Project Area is expected to, the City must account for the increased demand on those services to ensure that service quality can be maintained or improved.

There are 18 public schools within a half-mile radius of the Project Area that are part of School Districts 13 and 17. They include five high schools, five middle schools, four elementary schools, one combined K-8 school, and three special education schools. In line with citywide trends that have decreased the number of students in the public school system, there are currently unused school seats in the area. Overall, there are currently 1,600 school seats available within the D13 and 740 available seats in D17.¹ When DCP advances into its environmental review process, an analysis of school capacity will be part of the City Environmental Quality Review (CEQR) process.

The Project Area also houses a City shelter with 350 beds for men without homes in the landmarked 1895 23rd Regiment Armory building at Atlantic and Bedford Avenues. Although the shelter occupies the structure's headhouse, there is a large amount of underutilized space in the remainder of the city-owned building, which was identified through this process as a potential opportunity space for new city services or facilities.

1. NYC Department of Education, Enrollment, Capacity, and Utilization Report, 2021-2022: NYC Department of City Planning

Figure 21: Public School Capacity by Subdistrict and School



What We Heard: City Services

Throughout the process, community members expressed concern that investments in city services have not kept up with the area's growth and would continue to fall behind if more growth was planned. This included apprehension about how the current school system would handle a sudden increase in the local population, despite the unused school seats in the area, as well as concerns about basic quality of life services like sanitation, street cleaning, and parking enforcement.

There was also some interest in seeing the school system better prepare young people for the workforce, including for local manufacturing jobs. Some participants wanted to see sustainability integrated into the curriculum while others wanted to see more technical and vocational training options to prepare young people for work who may not be interested - or who may not have the means - to attend a traditional two- or four-year college program.

With regards to the Bedford-Atlantic Armory, there was total consensus among participants that the homeless shelter should remain in place. When discussing opportunities for the Armory's additional space, services that would serve to support the shelter's inhabitants like social services, mental health and healthcare services, addiction counseling, and workforce development were all popular options. There were also some creative proposals for the remaining space including, but not limited to, cultural programming space, a community center, and an indoor marketplace.

During the process we heard from many participants who were concerned with the cleanliness of neighborhood streets and wanted to see more regular and thorough street cleaning and pest mitigation techniques. There was also frequently voiced support for moving trash bags from the sidewalk into pest-proof curbside containers.

Existing Conditions

Open and Green Space

The Project Area today has a lack of open, green and recreational space – despite being a half mile from Prospect Park. The parks in the surrounding area mainly consist of playgrounds and triangles, some of which are in need of revitalization and investment. Some parts in the center of the Project Area fall outside of the NYC Parks Department’s “walk to park” zone, meaning they are more than a 5-10 minute walk away from an open or green space (as shown in the central gray area in Figure 22).

Parks and DOT have been working collaboratively in the area over the years to expand open space by closing streets adjacent to small triangles, such as at Putnam Triangle/Jitu Weusi Plaza and Gateway Triangle/Gates Plaza.

The one small park located within the Project Area is Lowry Triangle at the intersection of Washington, Underhill, and Atlantic avenues. In 2022, DOT worked with local residents to permanently close the northernmost segment of Underhill Avenue adjacent to Lowry Triangle, effectively expanding the small park’s usable space, but capital improvements are still needed to unify the spaces.

The pandemic-era Open Streets program has also offered an opportunity to introduce more open and recreational space in the area thanks to the dedicated volunteers who operate the area’s programs. This includes the limited local access Open Street on Underhill Avenue Monday through Friday and the popular full closure Vanderbilt Avenue Open Street that operates on weekends.

The streets in the Project Area have a lower concentration of street trees than blocks in the neighboring communities of Bed-Stuy and Crown Heights to its north and south.

Legend

- Project Area
- 1/4 Mile Buffer
- Context Area
- Community Board
- NYC Parks Property
- Walk to a Park Served Area

PARKS

Within a 1/4 Mile

- 1 Stroud Playground
- 2 Putnam Triangle
- 3 Lowry Triangle
- 4 John Hancock Playground
- 5 James Forten Playground
- 6 Gateway Triangle
- 7 Crispus Attucks Playground
- 8 Grant Gore

Within a 1/2 Mile

- 9 Brower Park
- 10 Grand Army Plaza
- 11 Potomac Playground
- 12 South Oxford Park
- 13 Dean Playground
- 14 Greene Playground
- 15 Cuyler Gore Park
- 16 St. Andrews Playground
- 17 Mt. Prospect Park Playground
- 18 Underwood Park
- 19 Eastern Parkway
- 20 Hattie Carthan Playground
- 21 Dr. Ronald McNair Park

Figure 22: Walk to Park Gap



Measuring access to parks: 1/4 mile walk to smaller local park or 1/2 mile walk to larger park Credit: NYC Department of Parks and Recreation

What We Heard: Open and Green Space

During the engagement process we heard repeated calls to increase the amount of open space and greenery in the area and invest in existing parks. Some participants hoped for the creation of a new park in the area and looked to existing vacant and unbuilt lots as potential locations. There were also suggestions to set aside mid-block green corridors for pedestrians and bicyclists.

There was significant interest in passive open space, with chairs, tables, and landscaped plantings. There were some calls for a dog run in the area although not every participant agreed, and a few people highlighted the community’s need for more recreation and gathering space for teenagers and young adults.

Given the small number of publicly-owned properties in the immediate Project Area, there was some tension between the community’s needs for developing deeply affordable housing and expanding public green space.

Members of the public regularly emphasized that any new open space and street designs should fully incorporate green infrastructure measures to help mitigate the effects of urban heat and stormwater runoff. That included advocacy for treatments like additional street trees and plantings, rain gardens (bioswales), permeable paving, and green roofs on buildings.

Community Recommendations



Community Recommendations

Overview

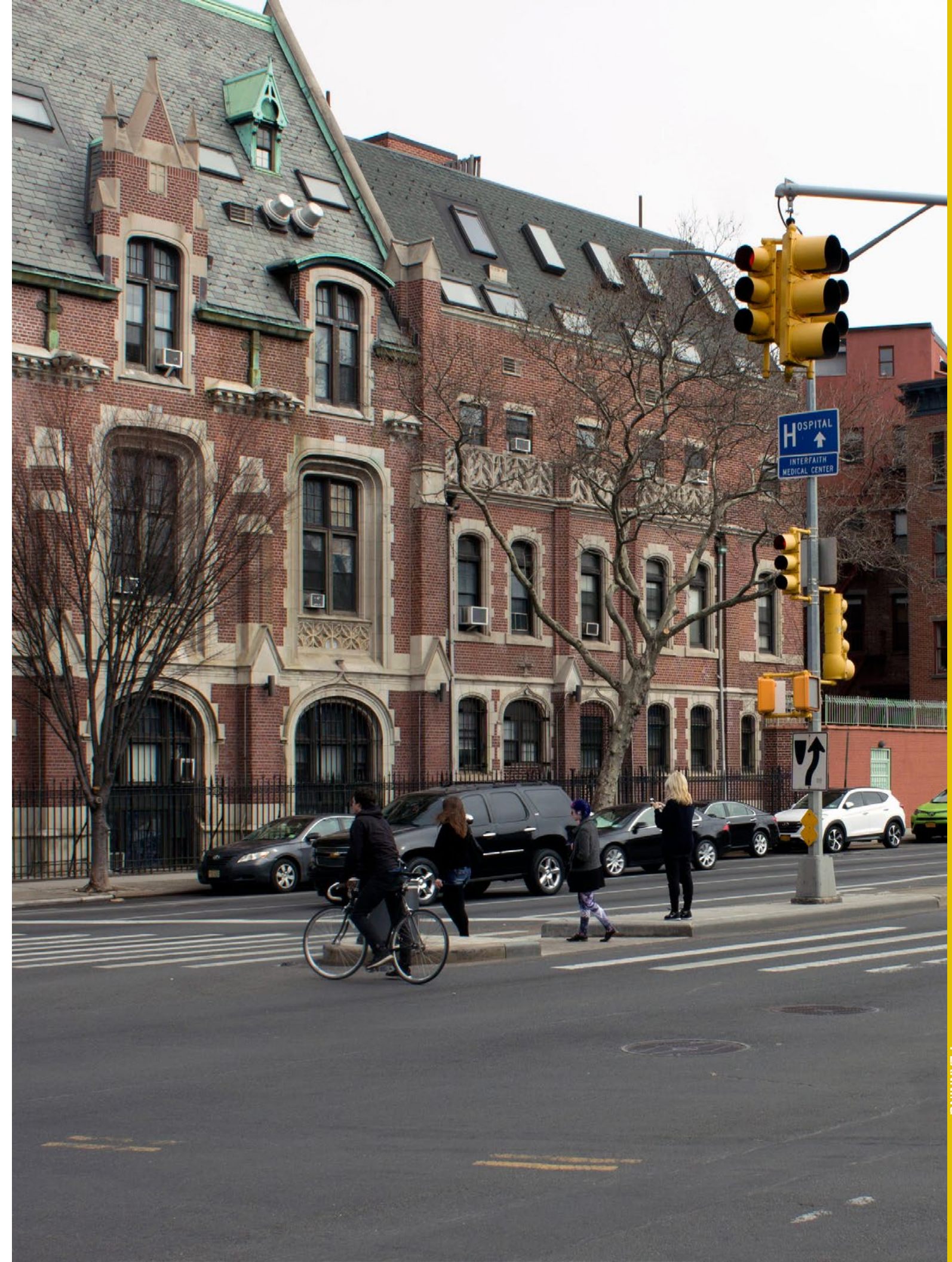
This section includes the full set of community recommendations developed throughout the AAMUP community engagement process.

This section includes two subsections:

- **Top Priorities:** The six most important priorities we heard from the community throughout the engagement process.
- **Community Recommendations:** The full set of Community Recommendations developed throughout the community engagement process.

The Community Recommendations are organized thematically into the AAMUP process' three Working Group focus areas:

- **Working Group A:**
Streetscape, Physical Infrastructure, and Open Space
- **Working Group B:**
Economic Development, Human Capital, and Services
- **Working Group C:**
Land Use, Density, and Housing



Atlantic Avenue Mixed-Use Plan

Top Priorities

Throughout the engagement process a few key priorities rose to the top of discussions.

These six priorities were the most frequently mentioned by participants and reflect the majority consensus among members of the Steering Committee and Project Team. The land use and other changes that result from AAMUP must be contingent upon the implementation of these key measures, especially public realm improvements. In addition, both the City and participants believed it imperative that key services are implemented equitably, inclusively, and in pace with the area's growth.

These top priorities – two within each Working Group – do not reflect the full breadth of Community Recommendations derived from the community engagement process though collectively they serve as guideposts for key needs and opportunities. The full set of community recommendations can be found in the following section.



Create new, permanent, deeply affordable housing on private and public sites through increased density along Atlantic Avenue and surrounding streets. Preserve existing affordable housing in the larger community through programs and investment.



- Allow a significant amount of new housing to be developed in the neighborhood, maximizing affordable units on public and private sites. Prioritize affordability levels that are accessible to very low-income, extremely low-income, and formerly homeless residents.
- Prevent tenant displacement and support home repairs and system upgrades in existing housing stock to meet current health, accessibility, and environmental standards.
- Increase pro-active enforcement against illegal rent deregulation, landlord harassment, and predatory financial practices.

Apply zoning tools that foster mixed-use development to encourage a full range of services and local job opportunities for new and existing residents within walking distance.



- New zoning must encourage a dynamic mixed-use community, including new commercial, community facility, arts and light industrial spaces, in addition to new housing.
- Mixed-use zoning should be applied thoughtfully to avoid conflicts between uses and quality of life issues.

3

Plan, fund, and implement a comprehensive redesign of Atlantic Avenue to improve safety, increase amenities for all users, and improve environmental conditions. Commit to an expeditious timeline.

- Prioritize safety improvements for pedestrians to ensure unobstructed walkways, shorter crossings, wide sidewalks, and seating.
- Ensure safe crossings for bicycles and quality connections to the bicycle network.
- Implement traffic calming measures to prevent speeding and dangerous turns, priority for public transit vehicles and freight, and smart curb management strategies.
- Include measures to address climate change including increased tree canopy, shading devices, landscaping, green infrastructure, and stormwater infrastructure to address flooding.

4

Create new public green spaces and opportunities for active recreation and improve existing community parks.

- Create a quality open space at the Lowry Triangle/ Underhill Plaza, redesigned to increase greenery and usability, and accommodate programming.
- Ensure coordination of new investments with ongoing capital improvements to expand pedestrian space along Vanderbilt and Underhill Avenues aligned with Open Streets programs.
- Take a creative approach to identifying locations for new open spaces, including vacant or underutilized lots, triangles at street intersections, schoolyard-to-playground conversions, and other possibilities.
- Improvements to existing parks should be responsive to projected population growth and community needs.

Invest in job training and business development to expand career pathways that are accessible to existing residents without a college degree, and prioritize Black-owned and M/WBE businesses as well as those that pay a living wage.

- Support development of and access to quality jobs that pay a living wage of at least \$40/hour, benefits, and opportunities for professional growth
- Business support should prioritize local hiring, apprenticeships and training, and sourcing from M/WBE businesses.
- Promote or create workforce development programs to connect local residents to jobs, with an emphasis on training for high-wage careers in sectors like technology and media where Black New Yorkers are under-represented.

5

Activate the underutilized space in the Bedford-Atlantic Armory with new community amenities that support the existing men's shelter as well as the broader community.

- The City-owned Bedford-Atlantic Armory building at Bedford and Atlantic avenues offers one of the most significant opportunities for new City services and amenities.
- Prioritize amenities that support the inhabitants of the men's shelter such as healthcare, mental health counseling, and workforce development.
- Explore locating cultural and economic services and amenities in the underutilized portion of the Armory. Examples include a public library, a community center, a cultural venue, an indoor recreational facility, an indoor marketplace, or an incubator for local entrepreneurs.

6

Atlantic Avenue Mixed-Use Plan

Community Recommendations

The following Community Recommendations reflect the strategies, capital projects, programs, and investments that the public proposed throughout the AAMUP engagement process.

The list was derived from community feedback at engagement events. Initial drafts of the community recommendations were developed after round two engagement meetings, and draft Community Recommendations were subsequently shared with the public at round three meetings. The draft recommendations were developed iteratively throughout the engagement process, with the Steering Committee playing a key role in their review and development.

In addition to guidance from the Project Team, the draft recommendations were also shared with relevant agencies. Notes are included alongside recommendations where agencies identified major issues or challenges.

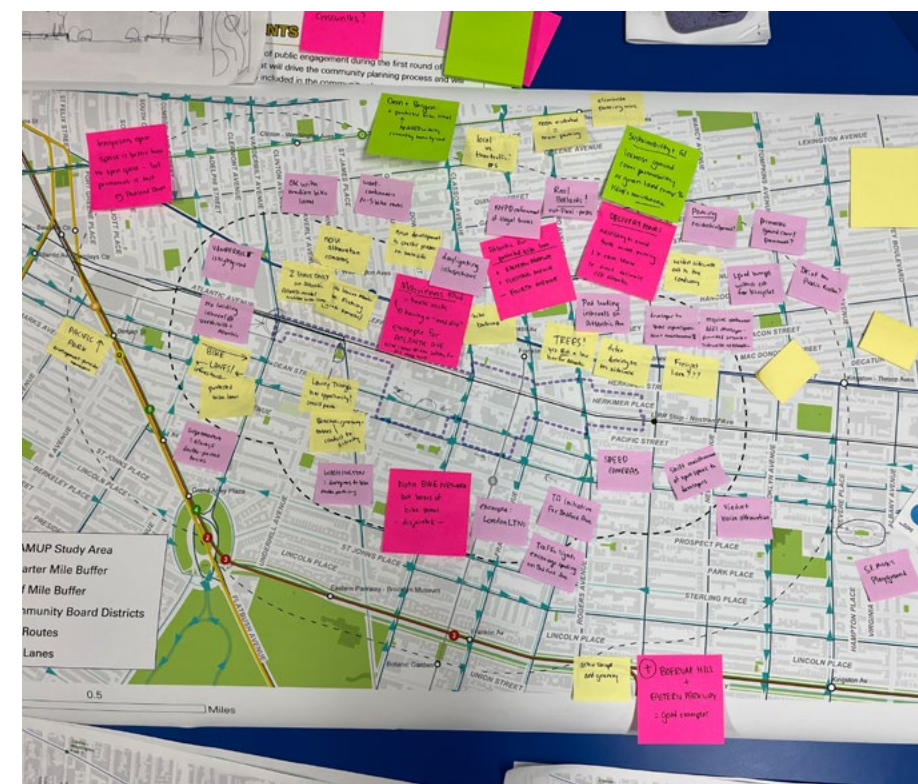
The following recommendations reflect community-based outreach and not an official endorsement by city agencies.



Recommendations Key

Relationship to key priorities

The following six icons represent the AAMUP's top six priorities and appear next to groups of recommendations that relate to different priorities. The icons are colored according to their related Working Group.



Recommendations Mapped

The AAMUP Community Recommendations are mapped below, numbered by focus area. The full text of recommendations appears on pages 68 to 92 that follow.

Recommendations with an open circle ○ will apply throughout the half-mile Context Area. Recommendations with a red circle ● will apply throughout the Project Area.

Streets, Physical Infrastructure, and Open Space

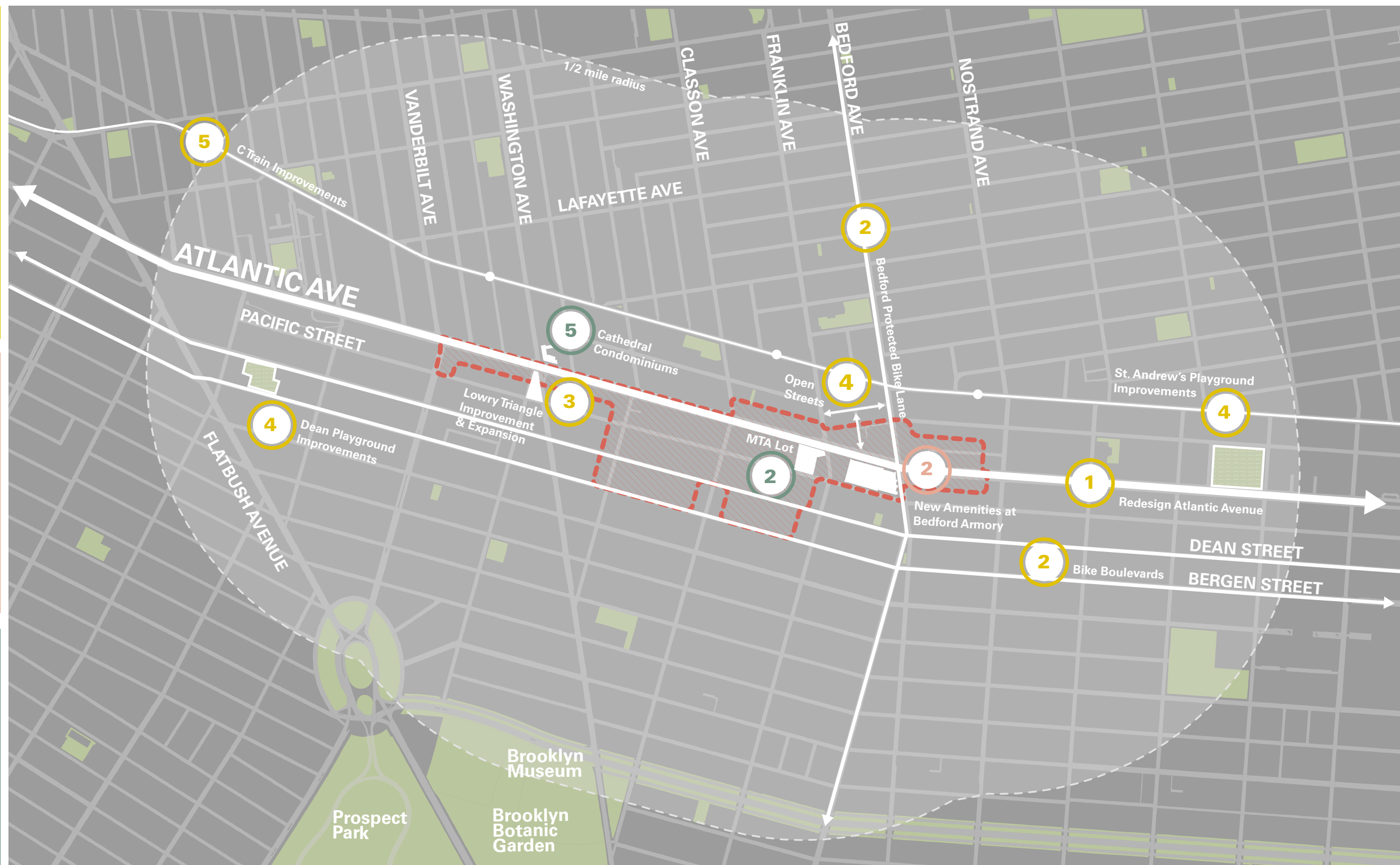
- 1. Transform Atlantic Avenue
- 2. Improve Bicycle Travel ○
- 3. Expand Lowry Triangle
- 4. Improve Park Access and Invest in Parks ○
- 5. Improve the Reliability and Frequency of Public Transit ○
- 6. Maintain Streets Regularly ○
- 7. Promote Walking, Transit, and Biking ○
- 8. Plan for Climate Change and its Effects ○

Economic Development, Human Capital, and Services

- 1. Connect Residents to Jobs ○
- 2. New Amenities at the Armory
- 3. Support Black-owned and M/WBE businesses ○
- 4. Incentivize Green Economy Businesses ●
- 5. Match School Capacity and Quality Education ○
- 6. Support Existing Businesses ○

Land Use, Density, and Housing

- 1. Develop New Housing, Especially Affordable Housing ●
- 2. Proactively Preserve Affordable Housing ○
- 3. Foster a Vibrant Mixed-Use Community ○
- 4. Build-in Sustainability and Resilience ●
- 5. Preserve Individual Landmarks



Working Group A

Streetscape, Physical Infrastructure, and Open Space

Community Recommendations for Working Group A focus on improving street safety on Atlantic Avenue, improving access to park and green space, bicycle network connectivity, and building sustainability and resilience into the plan. In all three rounds of Working Group A sessions, pedestrian safety on Atlantic Avenue was the highest priority. Participants called for traffic calming measures, reducing the amount of space on the street dedicated to cars, and new greenery and sidewalk amenities.

In addition to improving safety on Atlantic Avenue, there were vociferous calls to improve bicycle travel in the area. In particular, that there should be safer dedicated and protected east-west routes and that north-south crossings at Atlantic Avenue should be made safer.

Working Group A Objectives

- Make Atlantic Avenue a safe and comfortable street for pedestrians that will accommodate residential growth in the area
- Improve the connectivity and safety of the area's bicycle routes
- Upgrade the area's public transit to meet increased demand
- Ensure that limited space in the curbside lane is utilized for public benefits and managed in a way that reduces conflicts between freight, pedestrians, and other drivers
- Improve the area's existing open space and create new opportunities for greenery and recreation in the area which lacks adequate green space
- Ensure that infrastructure investments promote sustainability and resilience

There was also a recommendation that the area's existing public transit should be improved to account for an increased number of homes and workers.

Aside from transportation issues, there was general concern about the lack of open and green space in the area, especially if larger buildings were to be developed. To this end, participants sought creative options to expand access to open space in the area. There was interest in seeing re-investment in existing open spaces, proposed creation of a new green space on land currently vacant, and other distinct ideas.



Community Recommendations

Streetscape, Physical Infrastructure, and Open Space

WORKING GROUP A REC. NO. 01

1

Transform Atlantic Avenue into a safe and welcoming corridor for all road users through improved street design and sidewalk amenities.

3

- A. **Redesign Atlantic Avenue:** Undertake a comprehensive redesign of Atlantic Avenue to improve safety for all road users, and share its implementation timeline. The improvements should extend westward at Flatbush Avenue and continue eastward to include Atlantic Avenue where it runs beneath the Long Island Railroad viaduct.

Recommendation one includes the following points, all of which should be considered for Atlantic Avenue's redesign.

- B. **Road Diet:** Reconfigure lane usage and widths along Atlantic Avenue to: create safer and shorter crossings; slow down traffic speeds; enable space for more plantings, seating, and wider sidewalks; and, prioritize buses and freight traffic.



A "Road Diet" is a transportation term for reducing a roadway's number of travel lanes, and/or lane widths. This type of change to road design discourages drivers from speeding and is one strategy to make roads safer.



C. Sidewalk Improvements:

- Widen the sidewalks on Atlantic Avenue in anticipation of increased foot traffic, and in order to shorten crossing distances.
- The City should require new developments to fund and/or implement sidewalk extensions into the building lot.
- Ensure the sidewalks on Atlantic Avenue are in a state of good repair.
- Introduce consistent pedestrian ramps at intersections for accessibility.
- Create curb extensions at all corners to shorten crossing distances. Curb extensions should incorporate landscaped areas.

- D. **Curbside Management:** The City should develop a curbside/loading management plan to ensure that all road users have safe curb access that may utilize design treatments, rules, and protocols.

- E. **Priority Intersections:** Implement immediate traffic calming measures using elements that can be quickly and easily deployed all Atlantic Avenue intersections through the Project Area, with a priority on the Vision Zero Priority Intersections at Bedford Avenue and Nostrand Avenue, and intersections along routes to the subway at Franklin, Washington, and Vanderbilt avenues.

The sidewalk conditions on Atlantic Avenue were a frequent concern of workshop participants. In order to accommodate increased levels of foot traffic, sidewalks should be brought to a state of good repair and improved.

- F. **Crossings:** Improve the design and state-of-repair of crosswalks along Atlantic Avenue.
- The road should be repaved and all crosswalks and other road markings should be repainted.
 - Increase the time of the walk phase for pedestrians crossing Atlantic Avenue to accommodate children and older adults.
 - Add pedestrian leading intervals where they do not exist, and a prolonged red signal for vehicles turning right/left.
 - Daylight intersections using physical installations like plantings, bicycle racks, and bollards to prohibit parking next to crosswalks at all intersections in the Project Area to improve visibility for drivers and pedestrians.
 - Raised crosswalks should be implemented where possible, especially on the east-west crosswalk legs at the intersections of Atlantic Avenue and north-south avenues to reinforce lower travel speeds on neighborhood streets.
 - Study the installation of additional mid-block crosswalks where there are long stretches between crossings.
- G. **Freight Solutions:** Develop a trucking/loading plan for Atlantic Avenue and surrounding areas to minimize the impacts of freight and ensure that the street is in a good state of repair in coordination with the road redesign.
- H. **Lighting:** Introduce mid-block pedestrian-scale lighting, and lighting underneath the LIRR viaduct to promote safer walking environments during evening and overnight hours.
- I. **Under the Elevated:** Implement public realm improvements like seating and greenery in the space under the LIRR tracks.
- J. **Enforcement:** Install speed and red light cameras to further discourage traffic violations.
- K. **Safety Education:** Conduct driver and rider Vision Zero safety outreach and education programs.

WORKING GROUP A REC. NO. 02

Improve bicycle travel safety and connectivity.

- A. **Bike Boulevards on Bergen and Dean Streets:** Prioritize east-west bicycle travel on Bergen and Dean streets using physical protection, measures to calm traffic and slow vehicular speeds, and diverting through-traffic.
- Explore ways to reduce vehicular through-traffic on Bergen and Dean streets and prioritize vehicles accessing local buildings and emergency vehicles. Methods may include the installation of bollards at corners to encourage slower, wider turns, physical traffic diverters, or chicanes.
 - Street design changes should address concerns about bicycle conflicts with pedestrian safety and accommodate safe buffer zones to entering and exiting vehicles.
 - The Draft Environment Impact Statement should assess the degree to which traffic diverted from Dean and Bergen streets would be likely to spill over onto adjacent streets.
- B. **Protected Bike Lane on Bedford Avenue:** Implement a parking-protected bike lane on all of Bedford Avenue in the manner proposed for Bedford Avenue in Community District 3, and adjust its design to prevent bicycles from having to cross vehicular travel lanes.

2

3



Note: There have been regular calls for a protected bike lane to be installed on Atlantic Avenue throughout this process; however, the Department of Transportation has expressed concern about mixing bicycle and truck traffic and sees this as a significant challenge.

WORKING GROUP A REC. NO. 03

3

Combine Lowry Triangle and Underhill Plaza into a unified and improved park space.

3

A. **Unified Open Space:** Coordinate capital improvements to Lowry Triangle by DPR and to Underhill Plaza by DOT to create a unified public park space without a border between the park and plaza space.

4

B. **A Peaceful Park:** Install landscaping that would serve as a sound and visual barrier to protect the open space from Atlantic Avenue.

C. **Park Programming:** Work with the community to set programming and design for an improved and expanded Lowry Triangle + Plaza that may include ornamental landscaping, seats and tables, a public restroom, a dog run, public events, or other features to serve the neighborhood.

D. **Support Local Artists:** Issue requests for proposals to fund and install multiple public art pieces by local artists from marginalized communities that celebrate the area's history and culture in this newly unified public space.



Top left: Lowry Triangle Before the Underhill Avenue closure

Top right: Lowry Triangle with Underhill Plaza

Bottom left: Lowry Triangle public programming

WORKING GROUP A REC. NO. 04

4

Improve park access, invest in existing parks and plan for new park spaces.

4

A. **Park and Open Space Access Plan:** Propose a mix of projects that serve to: eliminate the area's existing walk-to park gaps through new open space projects; expand the network of existing park spaces; and improve existing parks and green spaces so that they can better serve existing and new residents and workers.

B. **Park Improvements:** The City should set aside funding for capital improvements and upgrades to Dean Playground, John Hancock Playground, and other parks in the surrounding area.

C. **New Parks:** Explore options to develop new parks in order to address the Project Area's lack of open space. Options to consider include vacant land in the Project Area, underutilized properties, and the development of mid-block parks like Saint Mark's Playground.

D. **Grant Gore Improvements:** Remove the vehicular parking lane from the west side of the triangle at Bedford Avenue between Dean and Bergen streets (Grant Gore) to expand and improve the open space. Expanded space could be used for seating and for public art created by local artists who are members of a marginalized community.

E. **Open Streets:** Provide funding, resources and technical assistance to local organizations to sponsor Open Streets in and around the Project Area to provide new temporary and permanent public open space. Consider Open Streets at Herkimer Place, Bedford Place, and Brevoort Place, among other locations.

F. **Shuttle Linear Park:** Study the conversion of part of the Shuttle-train right-of-way into a linear park that includes pedestrian and bicycle facilities.

5

Improve the reliability and frequency of bus and subway transit.

3

- A. **C-Train Improvements:** The MTA should improve C train service reliability and frequency, and consider accessibility improvements at the Nostrand Avenue and Clinton-Washington Avenue stations to accommodate for increase use.
- B. **Bus Redesign Coordination:** Coordinate with the MTA's new Brooklyn Bus Redesign Plan to ensure that all proposed safety and accessibility improvements will align with the plan's implementation.
- C. **Better Bus Lanes:** Install physical protection for the dedicated bus lane on Bedford Avenue for the B44 and B49, and explore options to integrate it with bicycle infrastructure.

WORKING GROUP A REC. NO. 06

6

Maintain streets regularly to promote cleanliness.

- A. **Containerize Waste:** Implement a containerized trash pilot program in the area similar to that proposed for West Harlem, enabling the placement of enclosed waste receptacles in the curbside lane that would prevent trash and recycling bags from obstructing the sidewalk and help prevent rodents. Washington Avenue commercial corridor is a recommended starting street. Container placement may also serve to daylight intersections and increase visibility.
- B. **Regular Street Cleaning:** Eliminate the "self enforcement zone" designation of Dean Street between Sixth Avenue and Carlton Avenue. This designation prevents DSNY street cleaning operations and leads to unsanitary conditions.

WORKING GROUP A REC. NO. 07

Promote walking, public transit use, and biking.

7

3

- A. **No Parking Minimums:** Due to the proximity of the Project Area to transit, eliminate parking minimums for residential and commercial development in the area in order to disincentivize automobile ownership, reduce the cost of construction, and minimize conflict over space for affordable housing and other uses.
- B. **Residential Parking Permits:** Institute parking permits for the residences and businesses along Pacific, Dean, and Bergen streets.



Note: Parking permits would require state action.

- C. **Electrified Mobility:** Install electric micro-mobility device chargers at the curbside.
- D. **Secure Bike Parking:** Install secure on-street bike parking lockers.
- E. **Loading Zones:** Incorporate loading zones at frequent intervals along Atlantic Avenue, Pacific, Dean, and Bergen streets to prevent double parking and promote freight access. Loading zones should also accommodate cargo-bike use.



8

3

4

WORKING GROUP A REC. NO. 08**Plan for climate change and its effects.**

- A. **Climate Smart Infrastructure:** Infrastructure improvements in the area should be designed to mitigate the causes of climate change and be resilient to its effects, including flooding, the urban heat island effect, promoting biodiversity, energy efficiency, local energy generation, and a secure energy grid.
- B. **Contiguous Tree Canopy:** Where street tree pits are not installed by new development, prioritize street tree planting in an effort to arrive at a contiguous tree canopy over Pacific, Dean, and Bergen streets, and add tree plantings at regular intervals along Atlantic Avenue and north-south avenues.
- C. **Green Development:** Require private developments to incorporate landscaping, trees, and green infrastructure in open spaces
- D. **Green Curb Extensions:** Create green curb extensions that include landscaping and/or rain gardens where possible.

*Passive house development**Contiguous tree canopy*

Working Group B

Economic Development, Human Capital, and Services

Community Recommendations for Working Group B focus on supporting local residents and businesses in taking full advantage of the new employment and business opportunities, and ensuring that city services (public schools, social services, workforce programs) are well positioned to serve the growing neighborhood.

Many participants sought to retain some of the area's existing manufacturing businesses that offer essential career pathways for New Yorkers who do not have college degrees, while expanding the number of jobs in other sectors that meet those goals. AAMUP also seeks to support the area's Black-owned and M/WBE businesses, and explores opportunities to foster employment in the city's nascent and growing green economy.

In support of projected job growth, this report proposes investments in education, supportive services, and workforce development that will ensure local residents are prepared with the right skills and certifications to access living wage jobs.

Working Group B Objectives

- Increase the number jobs in the area that are accessible to people without a college degree and pay a living wage
- Ensure that local residents have the skills and training required to access these career pathways within walking distance
- Support existing and new M/WBE businesses
- Plan for public education capacity that matches projected population growth
- Connect the area's most vulnerable residents to supportive services

WORKING GROUP B REC. NO. 01

Connect local residents to new jobs.

- A. **Contextualized Training:** Work with the area's local manufacturing businesses to assess what career skills and certifications they are hiring for, and explore aligned training programs for the residents of Community Districts 2, 3, and 8.
- B. **Targeted Training:** Explore the establishment of a Workforce1 Career Center or other job training center in the Bedford-Atlantic Armory to connect residents with career training, emphasizing local hiring opportunities and prioritizing serving local residents and people staying in the men's shelter at the Bedford-Atlantic Armory (contingent upon coordination with DHS).
- C. **Construction Training:** Connect local residents to construction job training programs so that they may benefit from incoming development, including training for sustainable construction techniques.
- D. **Construction Job Access:** Encourage developers/contractors to sponsor labor apprenticeships for construction in the projects area, with a requirement to hire the maximum number of apprentices allowable under the apprentice to journey-worker ratio.¹
- E. **Local Businesses:** The City should create incentives for local entrepreneurs to locate in new developments, with a particular focus on supporting Black entrepreneurship.



1. As of 2022, the maximum ratio of apprenticeship to journey-workers on site is 1 to 1, and for additional apprentices varies by trade from 1:3 to 1:6. Office of NYC Comptroller, CONSTRUCTION APPRENTICE PREVAILING WAGE SCHEDULE.

WORKING GROUP B REC. NO. 02

2

New community amenities at the Armory should support the men's shelter and the neighborhood.

5

A. **Services at Bedford-Atlantic Armory:** Allocate some of the Bedford-Atlantic Armory building's underutilized space, currently used for storage, to build out additional services that will support the men's shelter that currently occupies the headhouse. That may include supportive services and workforce development programs developed in coordination with DHS and other agencies.

6

B. **New Community Amenities:** Alongside complementary services for the men's shelter, underutilized space in the Armory should be used for community amenities that may include a community and recreation center with meeting spaces for civic organizations, youth and teen programs, an indoor marketplace for local businesses, incubation space for local entrepreneurs, or a public library.



WORKING GROUP B REC. NO. 03

Support and Invest in Black-owned and M/WBE businesses.

3

- A. **M/WBE Businesses:** Consider dedicated financial and programmatic support for M/WBE businesses, including assistance registering as an M/WBE, targeted business education, capacity building training, and other services.
- B. **M/WBE Capital Fund:** Improve access to capital funds for M/WBE businesses in the project area to support their growth.

5

2

WORKING GROUP B REC. NO. 04

Incentivize the growth of green economy businesses.

4

- A. **Green Business Incentives:** Implement tools to incentivize green economy businesses in the area, such as those in renewable energy, energy services, sustainable construction, sustainable mobility, and urban agriculture.
- B. **Green Startups:** Explore options to create a new green technology and green startup incubation spaces.
- C. **Financial Incentives:** Offer a grant or subsidy program with the aim to recruit green economy businesses to locate in the area, particularly seeking to fill any set-aside spaces.

5



Note: The City should refer to the NYC EDC's Green Economy Project to inform the full set of industries and businesses in the "Green Economy." The may include businesses in energy services, renewables, recycling and reuse, sustainable construction and building operations, landscaping, and urban agriculture, among others.

5

Match school capacity to projected population growth and invest in quality education.

WORKING GROUP B REC. NO. 05

School Capacity: Engage the Department of Education and the Superintendents of NYC Community School Districts 13 and 17 in planning to accommodate incoming students at local public schools, and secure written assurance that public school capacity and initiatives to improve school quality will keep pace with projected growth.

- A. **School Planning Engagement:** Increase efforts to engage local residents and Community Education Councils (CECs) in the school planning process.
- B. **Early Childhood Education:** Assess the capacity of local universal pre-K and 3-K programs, and develop a plan to accommodate the anticipated increase in school-aged children.
- C. **Education Partnerships:** Explore opportunities for local schools to partner with industrial and green businesses to expose students to new career pathways.

6

Support existing businesses

WORKING GROUP B REC. NO. 06

- A. **Relocation Assistance:** Explore relocation assistance for businesses affected by the rezoning that may include the creation of a one-time fund that may issue relocation grants to small businesses that do not own their building and are not part of a chain. This fund should be made available as soon as possible in advance of a rezoning given the risks of displacement to existing businesses.

5

2



Working Group C

Land Use, Density, and Housing

The Working Group C recommendations focus on developing and preserving affordable housing, creating a mixed-use community that combines new homes and businesses, and ensuring that new construction is climate change-ready.

Affordable housing has been the top priority among participants. There was unanimous consensus that the preservation of existing housing and production of new affordable housing is a critical outcome for this planning work. While participants differed in the levels of building density that they felt appropriate to accomplish that goal, there was overwhelming support for more housing and density on Atlantic Avenue, with medium- to high-density on north-south corridors. Housing was recommended over light manufacturing (M district zoning) – only zones as was originally proposed by DCP in the M-CROWN framework. However, there was widespread agreement that the City should prioritize affordable, income-restricted housing in private developments. This included calls for deeper levels of affordability that will be accessible to poorer New Yorkers.

A variety of heights and densities were proposed for the Project Area during Working Group C's activities (this report includes a detailed summary of responses from Working Group C in the Appendix). Using the feedback from participants from those activities, a modified framework diagram was developed (see Figure 17 on page 47). For information on specific zoning districts, please refer to the graphic in the Appendix, which was used at the working group and workshop meetings to demonstrate zoning and height options.

Specific zoning districts will be part of the AAMUP process' next step, the draft zoning framework, and will be subject to further public review and detailed environmental analysis.

*** See Appendix pages 108-109 for more information on zoning districts and how they relate to buildings heights and affordable housing units.*

Working Group C Objectives

- Create more homes for New Yorkers
- Develop permanently affordable housing accessible to lower-income residents
- Support the development of a mixed-use community with both homes and businesses
- Attract employers that will offer accessible, good-paying career opportunities
- Preserve existing affordable housing and enable tenants to stay in their homes
- Support homeowner maintenance and home improvements



1

Develop new housing, especially affordable housing.

1

- A. **Maximize housing capacity on Atlantic Avenue and Corridors:** create significant new housing opportunities on wide streets and maximize income-restricted and rent-regulated housing on these corridors. Highest densities and building heights on Atlantic Avenue, high densities and building heights on north-south corridors, and medium densities and building heights on narrow side-streets.
- B. **Inclusionary Housing:** When rezoned, residential development should utilize a Mandatory Inclusionary Housing (MIH) option that prioritizes deeper levels of permanent affordability.

2



Note: Attendees indicated a broad consensus around the need for significant increases to density across the entire Project Area, with a special emphasis on income-restricted housing. Some participants diverged from others on their willingness to accept more density in the absence of affordability requirements. Where some attendees were in favor of increasing density even without affordability requirements, others opposed density without guarantees for low income residents.

- C. **Deepen MIH:** On a citywide level, ensure that affordable housing meets the needs of very low and extremely low-income households that earn below 50% of the area median income (AMI). The community urges the City Council and agencies to study and implement MIH options that restrict affordable rents to lower levels than 30% of pre-tax income.



Note: MIH was developed as a citywide program, so any changes would need to be evaluated on a citywide basis. Deepening affordability levels may affect the cost and feasibility of MIH developments.

- D. **Housing Our Most Vulnerable Neighbors:** There should be dedicated affordable housing going beyond MIH for groups with

the greatest difficulties accessing and remaining in their homes, including housing for older adults, people with disabilities, families with children, and re-entering formerly incarcerated people.

- E. **Deeply Affordable Housing on Private Sites:** Identify and implement tools to increase the amount of low and extremely low-income housing on private sites.
- Increase funding for rental assistance programs to assist low-income New Yorkers in securing privately-owned apartments.
- F. **Deeply Affordable Housing on Public Sites:** Explore every opportunity to construct 100% deeply affordable housing and supportive housing on City and state-owned sites. Sites to explore include:
- The MTA-owned lot between Atlantic Avenue and Pacific Street at Franklin Avenue currently used as a cable repair shop and parking lot.
 - Increase the allowable density above current levels at two HPD sites at 516 Bergen Street and 542 Dean Street to enable the delivery of more deeply affordable housing units.
 - Investigate opportunities to develop affordable housing in tandem with improvements to school facilities at underutilized DOE sites, including at the site of P.S. K753 School for Career Development at 510 Clermont Avenue.
 - Investigate all publicly-owned sites with city uses in the vicinity that have underutilized FAR for the option to redevelop improved public facilities that incorporate 100% deeply affordable housing.
 - Explore potential for affordable housing alongside new community facility uses and continued shelter services at the Bedford-Atlantic Armory.
- G. **Extend Community Preference to Displaced Residents:** Include residents displaced from the Project Area after 2015 for community preference in lotteries for affordable housing in buildings constructed following rezoning.

2

WORKING GROUP C REC. NO. 02

Proactively preserve existing affordable housing in and around the Project Area.

1

- A. **Tenant Rights:** Identify opportunities to partner with local organizations to advance classes, workshops, and events that educate tenants about harassment and displacement prevention in and around the AAMUP Project Area.
- B. **Proactive Information:** Information about tenant rights and rent regulations should be proactively disseminated in the community and meet residents where they are. For example:
 - i. Buildings with rental units could prominently display this information in a shared common area
 - ii. This information could be included with lease materials
 - iii. This information could appear as part of the rotating advertisements on LinkNYC kiosks in the area
- C. **Proactive Enforcement:** The City and State should step up their active enforcement of affordable housing programs to ensure that existing and new rent regulated housing do not become illegally deregulated, and close loopholes that allow for units to become legally deregulated. This may include increased funding and personnel dedicated to the Project Area.
- D. **Anti-Displacement:** Provide robust funding for anti-displacement services, including legal assistance and tenant organizing, to target tenants in and around the Project Area. These resources should be administered through community based organizations and tenant advocates.
- E. **Homeowner Preservation:** Conduct targeted outreach to all homeowners to promote programs that focus on stabilization, home repair, and foreclosure prevention in and around the Project Area.

WORKING GROUP C REC. NO. 03

Foster a vibrant mixed-use community.

3

2

- A. **Diverse and Vibrant Mix of Uses:** Create spaces for a variety of uses in tandem with new housing, including space for jobs, services, local retail like grocery stores, community facilities, creative and cultural uses, and light industrial businesses.
- B. **Active Atlantic Avenue:** Consider requirements to create an engaging pedestrian experience along Atlantic Avenue that may include requirements for transparency (windows) or prohibitions of blank walls along the street-front.
- C. **Accessible Quality Jobs:** Explore and implement initiatives to increase the number of jobs and businesses in the area to support a vibrant, walk-to-work neighborhood, particularly jobs that are accessible to people without college degrees and pay a living wage.
 - i. Options to accomplish this goal that may include new and existing tools. Tools to explore may include financial incentives, set asides, Floor Area Ratio (FAR) bonuses¹, zoning text amendments, and other economic development programs.
 - ii. Explore and implement mechanisms to ensure that space that may be set aside for specific uses does not remain vacant for long periods of time.
- D. **Restrict Undesirable Uses:** Explore options to prohibit the proliferation of uses that are inactive and promote low job density or bring disproportionately large amounts of truck traffic to the area, for example warehousing and self-storage.

1. "Floor Area Ratio" is the ratio of a building's gross floor area over the lot area, and is used as a measure to regulate density in the Zoning Resolution.

4

WORKING GROUP C REC. NO. 04**Build sustainable and resilient infrastructure into new developments.**

- A. **Building Electrification:** New residential and commercial developments in the Project Area should be all electric, and prohibited from hooking up to gas lines upon the advent of the rezoning, in line with the New York City Local Law 154.
- B. **EV-Ready Parking:** Any new development that incorporates vehicular parking should be required to enable 50% of parking spaces with electric vehicle charging hook ups. Additionally, all unused parking spaces should be made available to the public.
- C. **E-Micromobility:** All new developments with a bicycle room should be required to include the necessary hookups to charge personal e-mobility vehicles such as e-bikes, e-scooters, and e-skateboards, contingent upon the City's proactive regulation of battery safety standards and crackdown against illegal battery first- and second-hand sales.
- D. **Green Infrastructure:** Work with developers and existing homeowners to incorporate green infrastructure and other stormwater management investments into the design of new developments and retrofits.
- E. **Stormwater Management:** All new developments must be required to comply with the City's new Unified Stormwater Rule, and should be required to contain wastewater for graduated release into the sewer system in the occurrence of a rain event.

WORKING GROUP C REC. NO. 05**Preserve individual landmarks.**

5

- A. **Individual Landmarks:** Consider individual landmark status for the Cathedral Condominiums at 555 Washington Avenue.



Next Steps

This report will help to inform subsequent work to advance AAMUP by DCP and its sister agencies using feedback from this initial phase. Key next steps will include: the release of the draft zoning framework; drafting of the land use application; development of capital and programmatic investment strategies; and the preparation of the Draft Environmental Impact Statement (DEIS) as part of environmental review. Once the land use application and DEIS are complete, AAMUP will enter the formal public review and approval process, known as the Uniform Land Use Review Process (ULURP).

As part of the next steps of this process, DCP will continue to engage the AAMUP Steering Committee, meet with stakeholders and hold public meetings to review and collect feedback on the recommendations and draft zoning.

Draft Zoning Framework and Land Use Application

DCP will release a draft zoning framework that will detail the proposed zoning changes throughout the Project Area and serve as a basis for completing analyses in the environmental review. The zoning framework aims to build upon the M-CROWN framework and recent outreach by identifying sub-areas with proposed land use changes related to use, building heights and setbacks, and off-street parking. These changes typically include zoning districts with a combination of Residential (R), Commercial (C), and Manufacturing (M) districts, and may also include incentives or requirements for uses or urban design elements. All areas where new residential uses are allowed would also require that a percentage of new housing be permanently affordable under the Mandatory Inclusionary Housing (MIH) program.

The draft zoning framework will enable the City to collect feedback on the zoning proposal early in the process and function as a stepping stone for advancing environmental review. In addition, the draft zoning framework will allow early public input on the proposed zoning, which will be developed into a land use application to be released when the project certifies and enters ULURP.

Environmental Review

Upon releasing the draft zoning framework, DCP will begin the process of environmental review called the City Environmental Quality Review (CEQR). This process is a legally required, fine-grain assessment of the proposed land use actions and their potential for impacts on the environment. With the draft zoning framework, DCP can evaluate a reasonable and conservative estimate number of new residents and jobs, and how new development may affect traffic and transportation, school seat capacity, air quality, open space resources, socioeconomic and demographic changes, and a host of other topics, as well as provide information on potential mitigation for any significant adverse impacts identified in the analysis. As part of the CEQR process, a public Scoping meeting will be held to collect public input on the Draft Scope of Work, which details the environmental topics and issues that will be analyzed in the Draft Environmental Impact Statement (DEIS), and provides the methodology and framework for the analysis that will be conducted. A Final Scope of Work will be released, including responses to comments received during the scoping process. After Scoping, it takes approximately 8 months to complete the DEIS, which is released at the start of ULURP. This begins the public comment period on the DEIS.

Another opportunity for public comment will occur during the City Planning Commission's (CPC) public hearing pursuant to ULURP, during which the CPC will also accept comments on the DEIS. The DEIS will be further refined and published as a Final EIS (FEIS) prior to the CPC vote. The FEIS will reflect and respond to public comments received during the DEIS hearing on the CEQR analyses and refine proposed mitigation for significant adverse impacts that would result from the proposed land use actions. The conclusions of the environmental review help decision-makers such as the CPC weigh and balance the potential negative consequences with the benefits and positive changes that the proposed project will bring to the neighborhood.

Capital and Programmatic Investments

Many of the proposed improvements called for in the Community Recommendations sections will be accomplished through investments in capital projects and programs by the City's other agencies rather than land use changes. DCP will work with partner agencies, including the Department of Transportation (DOT) and Department of Parks and Recreation (DPR), to secure resources and facilitate policy changes to advance the plan's priorities. Commitments may include improvements in public space, infrastructure, community amenities, and support programs.

Uniform Land Use Review Procedure

Once all the steps above have been completed, the proposed land use application will advance into ULURP, the city's official process for making changes to the existing zoning. ULURP involves five main stages of review once the land use application has been certified as complete by DCP. That includes review in the following order by:

1. the local Community Boards (60 days)
2. the Borough President / Borough Board (30 days)
3. the City Planning Commission (60 days)
4. the City Council (50 days)
5. the Mayor (5 days)



Appendix



Appendix

- p 101** **Appendix A: Opportunity Statements**
- p 108** **Appendix B: Supplementary Background Materials**
- p 130** **Appendix C: In-Person Participants**
- p 133** **Appendix D: Meeting Summaries**
 - Kickoff Meeting
 - Working Group Meeting 1: A, B, C
 - Open House Community Workshop 2
 - Working Group Meeting 2: A, B, C
 - Open House Community Workshop 3
 - Working Group Meeting 3: A, B, C

Appendix A

Atlantic Avenue Mixed Use Plan

Opportunity Statements

During the introductory round of meetings for the AAMUP process, the Project Team worked with the public to develop an understanding of the key opportunities that people envision for the community. These were consolidated into a set of Opportunity Statements for each Working Group focus area. These goals are aspirational and represent what we have heard from the community. They represent a starting point during the engagement process, and these statements were refined into recommendations that follow this section.

The order of the Opportunity Statements in each Working Group that follows represents that collective ranking; the statements that appear first received the greatest number of votes, and the statements that appear lower received fewer votes.

Opportunity Statements

Streetscape, Physical Infrastructure, and Open Space

The Opportunity Statements below represent community goals for Working Group A. They appear in order of community-ranked importance.

Public Transit: The accessibility, efficiency, and frequency of buses, subways, and the LIRR should be enhanced.

Walking: The plan should ensure that the sidewalks along Atlantic Avenue are unobstructed, well-maintained, adequately wide, and accessible for people of all ages and abilities.

Crossings: Crossings at Atlantic Avenue should be safe, as short as possible, and allow adequate time for older residents, wheelchair users, and people with strollers to cross.

Environment: Open spaces and streets should integrate trees, plantings, bioswales, and other green infrastructure to improve environmental sustainability, resilience, and animal habitats.

Bicycling: Bicycle infrastructure should form a connected and comprehensive network of protected routes and enable riders to safely cross and ride on Atlantic Avenue.

Open Space: Opportunities for new permanent and temporary public open spaces should be prioritized in underutilized places.

Atlantic Avenue: Atlantic Avenue should be a safe, welcoming, and inclusive street for pedestrians, bicyclists, and motorists alike.

Health: Traffic noise and pollution should be mitigated, and active modes of transportation should be encouraged.

Street Activity: Public spaces and local destinations along Atlantic Avenue should be retained and encouraged to have ground floors with shops and public amenities that unify communities with a strong sense of place.

Beautification: Streets should be beautiful, green, well-lit, and made more welcoming with amenities and public art by local Black artists.

Black Culture: Black uses of public space should not be criminalized, displaced, or marginalized.

Cleanliness: Trash and recycling should be kept off of sidewalks in containers that reduce pest infestation and odors, and public trash bins should be available.

Recreation: The plan should increase indoor and outdoor recreational opportunities for a range of activities for all ages.

Amenities: Public spaces should incorporate seating and public restrooms for all.

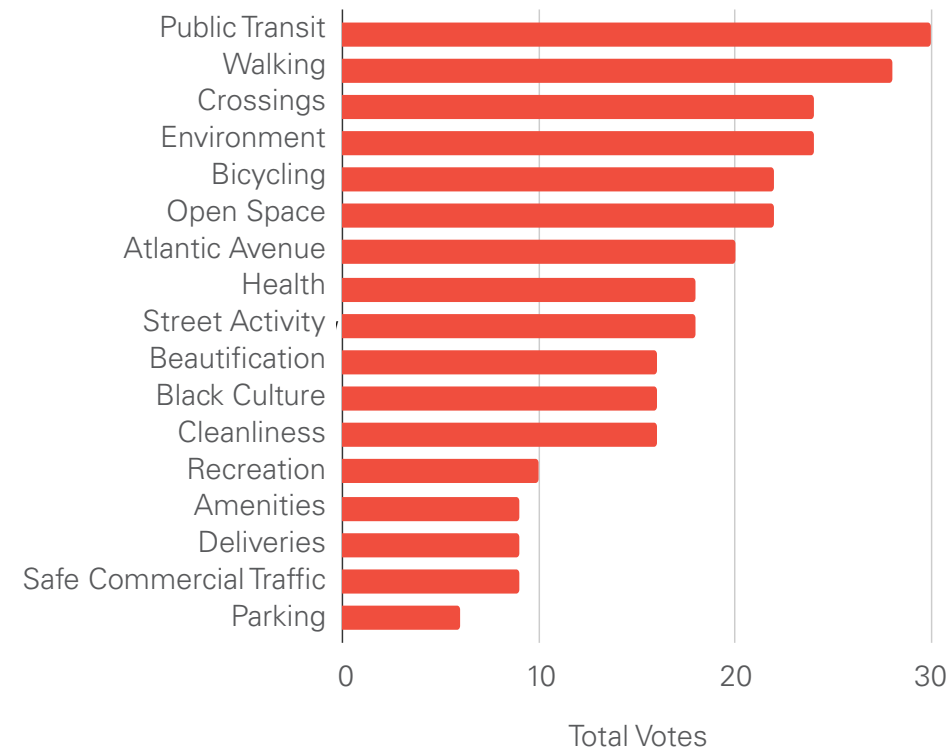
Deliveries: Street design should account for business and residential deliveries to reduce double parking.

Safe Commercial Traffic: Atlantic Avenue should be designed to safely accommodate commercial truck traffic.

Parking: There should be off-street parking for residents that allows curbsides to be used for public amenities, logistics, and green infrastructure.

Maintenance: Public spaces, streets, and greenery should be regularly maintained.

Participant Priority Votes for Working Group A Opportunity Statements



At round two Working Group meetings, participants were given five votes to use on their top five draft Opportunity Statements. The tally to the right represents the total votes collected at the engagement event.

Opportunity Statements

Economic Development, Human Capital, and Services

The Opportunity Statements below represent community goals for Working Group B. They appear in order of community-ranked importance.

Vulnerable Populations: Additional services should be provided for people with mental illness, people experiencing homelessness, and recent immigrants.

Quality Jobs: Economic development opportunities that produce family-supporting jobs with benefits for unemployed / underemployed local residents, and those without a college degree should be expanded and promoted.

Black Wealth: Black-owned businesses should be supported and retained.

Small Businesses: Small locally-owned industrial and commercial businesses should be supported and incentivized instead of big box stores.

Local Hiring: Where possible, efforts should be made to prioritize local hiring.

Workforce Training: Local residents should have equitable access to workforce development, job training, and adult education programs that are aligned with local employment needs and connected to local employers and apprenticeship and pre-apprenticeship programs.

Essential Services: Essential local amenities like banks, affordable grocery stores, libraries, and healthcare should be available within walking distance.

Schools and Childcare: School and early childhood care capacity and commitment to quality, diversity, and equity should align with the projected growth in the community.

Innovation: Innovative and novel types of manufacturing, industrial, arts, and agricultural business should be encouraged, especially those promoting environmental justice.

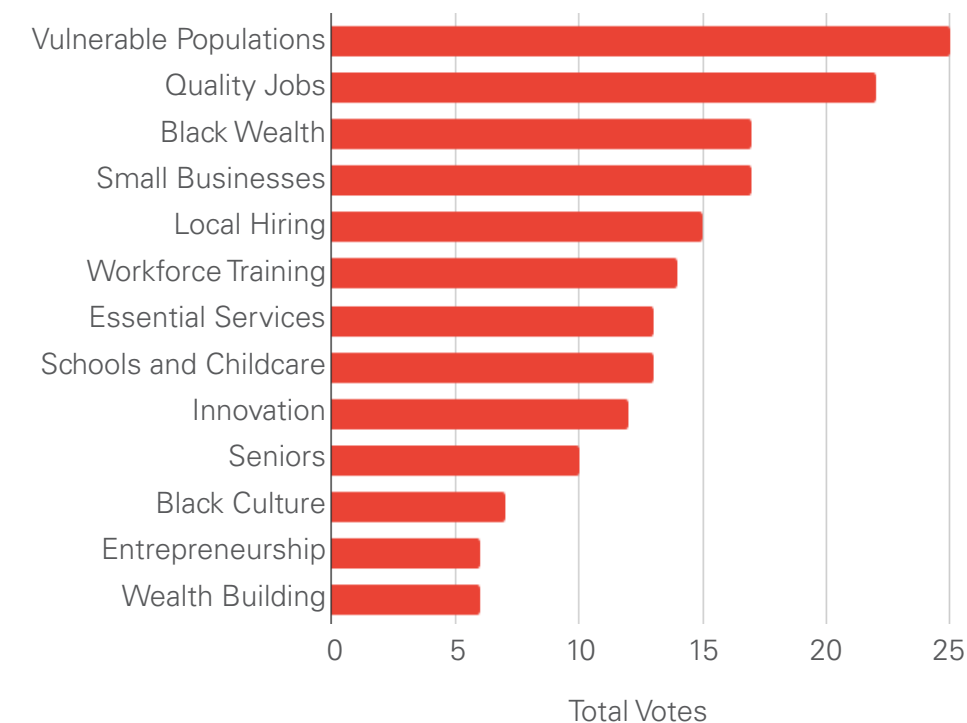
Seniors: Ensure that our seniors have adequate outreach services and technical support for peace and comfort in their sunsetting years.

Black Culture: Changes to the neighborhood should build upon and celebrate its present and historical Black culture, and not supplant it through economic and state violence against Black people.

Entrepreneurship: Programs should incubate businesses started by local residents.

Wealth Building: Build multi-generational wealth with quality jobs, financial literacy, and home ownership programs

Participant Priority Votes for Working Group B Opportunity Statements



At round two Working Group meetings, participants were given five votes to use on their top five draft Opportunity Statements. The tally to the right represents the total votes collected at the engagement event.

Opportunity Statements

Land Use, Density, and Housing

The Opportunity Statements below represent community goals for Working Group C. They appear in order of community-ranked importance.

Deep Affordability: The plan should prioritize permanent, deeply affordable housing for local residents at risk of displacement, through development, preservation, and enforcement of affordable and stable housing in the Project Area and surroundings.

Housing Insecurity: Affordable housing should be focused on residents who are rent-burdened, most at risk of displacement, currently experiencing or formerly homeless, or on fixed incomes.

Parking: Parking requirements should be removed due to transit proximity and to reduce construction and housing costs.

Value Capture: Value should be recaptured from new private developments to support neighborhood amenities and infrastructure.

Active Uses: The plan should encourage small businesses and community spaces along Atlantic Avenue and north-south avenues.

New Housing: The plan should encourage new housing at a significant density distributed throughout the transit-rich Project Area.

Mixed Use: A resilient, sustainable, mixed-use neighborhood should be fostered with opportunities to co-locate residential with light industrial, commercial, arts and cultural spaces, support live-work spaces, and preserve existing businesses.

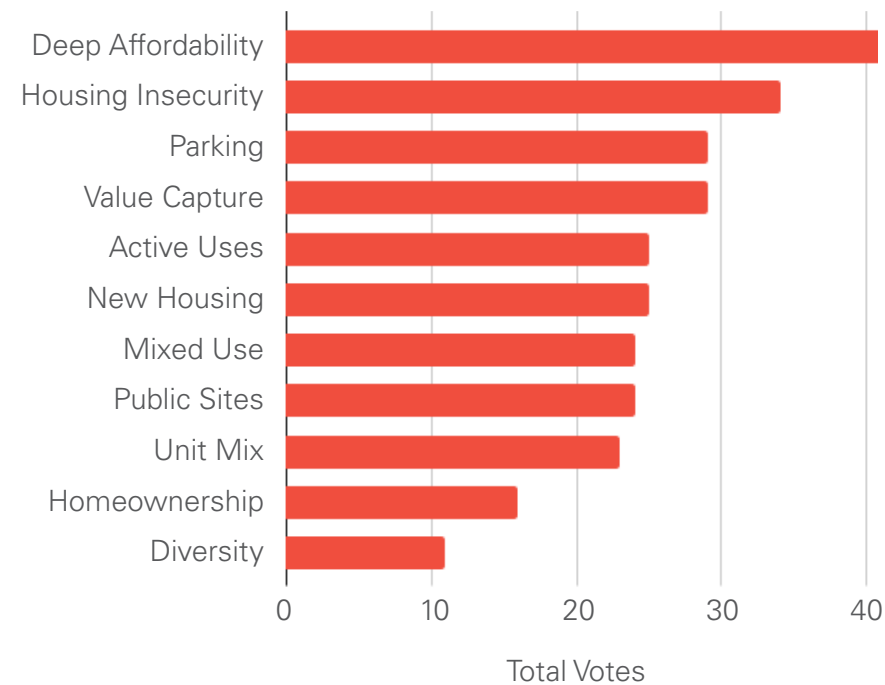
Public Sites: Publicly-owned and underutilized land should be used to create permanent, deeply affordable housing.

Unit Mix: The area should include a mix of unit types that comfortably accommodate families and meet community income levels.

Homeownership: Homeownership and financial opportunities should be increased for Black and low-income communities.

Diversity: Efforts by elected officials, civic groups, and local businesses should be coordinated to maintain racial and economic diversity, affordability, and family occupancy.

Participant Priority Votes for Working Group C Opportunity Statements



At round two Working Group meetings, participants were given five votes to use on their top five draft Opportunity Statements. The tally to the right represents the total votes collected at the engagement event.

Appendix B: Supplementary Background Materials

Building Density and Affordable Housing

In the **Red** and **Orange** areas on the 2018 MCROWN Framework, there is an opportunity to have Mandatory Inclusionary Housing (MIH) where 20 to 30% of the residential floor area must be permanently affordable for low- and moderate-income New Yorkers.

An example of the kind of height this zoning district produces.



Atlantic Ave. & Underhill St., Brooklyn



249 16th Street, Brooklyn
Photo credits: PDC



59 Frost St., Brooklyn
Photo credits: PDC



101 Bedford Avenue, Brooklyn



Eastern Pkwy. & Bedford Ave., Brooklyn



Court St. & Atlantic Ave., Brooklyn



7th Ave & West 19th St., Manhattan



Franklin St. & Broadway, Manhattan



R6B ~4 stories 2.2 FAR



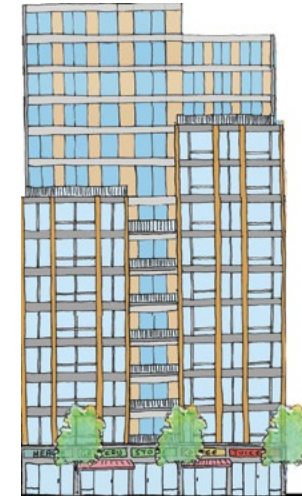
R6A ~7 stories 3.6 FAR



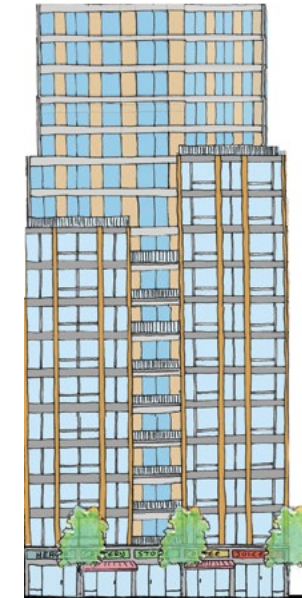
R7A ~9 stories 4.6 FAR



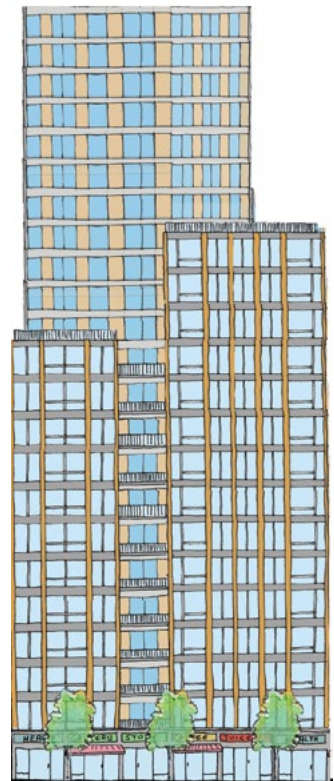
R7D ~11 stories 5.6 FAR



R8A ~14 stories 7.2 FAR



R9A ~17 stories 8.5 FAR



R10A ~23 stories 12.0 FAR

Existing Zoning		Lower Density		Medium Density Western Mid-Block Mixed-use Area (in MCROWN Framework)				Higher Density Atlantic Avenue Mixed-Use Subarea (in MCROWN Framework)							
Total Residential Units		Total Residential Units		Total Residential Units		Total Residential Units		Total Residential Units		Total Residential Units		Total Residential Units			
0		24		40		46		57		74		89		128	
Affordable Units 20 - 30%	Market Rate 80 - 70%	Affordable Units 20 - 30%	Market Rate 80 - 70%	Affordable Units (20 - 30%)	Market Rate 80 - 70%	Affordable Units (20 - 30%)	Market Rate 80 - 70%	Affordable Units (20 - 30%)	Market Rate 80 - 70%	Affordable Units (20 - 30%)	Market Rate 80 - 70%	Affordable Units (20 - 30%)	Market Rate 80 - 70%	Affordable Units (20 - 30%)	Market Rate 80 - 70%
0	0	5 - 7*	17 - 19	8 - 12*	32 - 28	9 - 14*	32 - 37	11 - 17*	40 - 46	15 - 22*	52 - 59	18 - 27*	62 - 71	26 - 38*	90 - 102

Affordable Unit breakdown

- MIH Option 1** 25% of units average at 60% AMI
- MIH Option 2** 30% of units average at 80% AMI
- MIH Option 3** 20% of units average at 40% AMI
- MIH Option 4** 30% of units average at 115% AMI

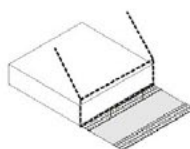
AMI = Area Median Income
MIH = Mandatory Inclusionary Housing
MCROWN = Manufacturing Commercial Residential Opportunity for a Working Neighborhood



Building Density for Manufacturing Buildings



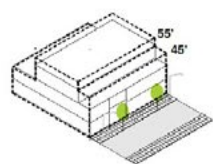
Storage Unit at Classon St. & Pacific st.



Existing Zoning 2 FAR



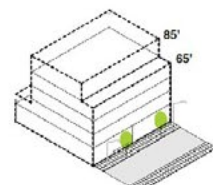
Warehouse and Groundfloor retail at Park Ave. & Franklin Ave.



2 FAR **



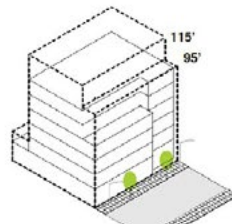
Warehouse and Offices at Tompkins Ave & Flushing Ave.



3 FAR **



Warehouse and Office in Port Morris, Bronx



4 FAR **

Lower Density

Higher Density

**These were contextual district envelopes that were mapped as part of the Special Gowanus Mixed-Use District (2021)

Transportation Network: Bicycle and Public Transit Network

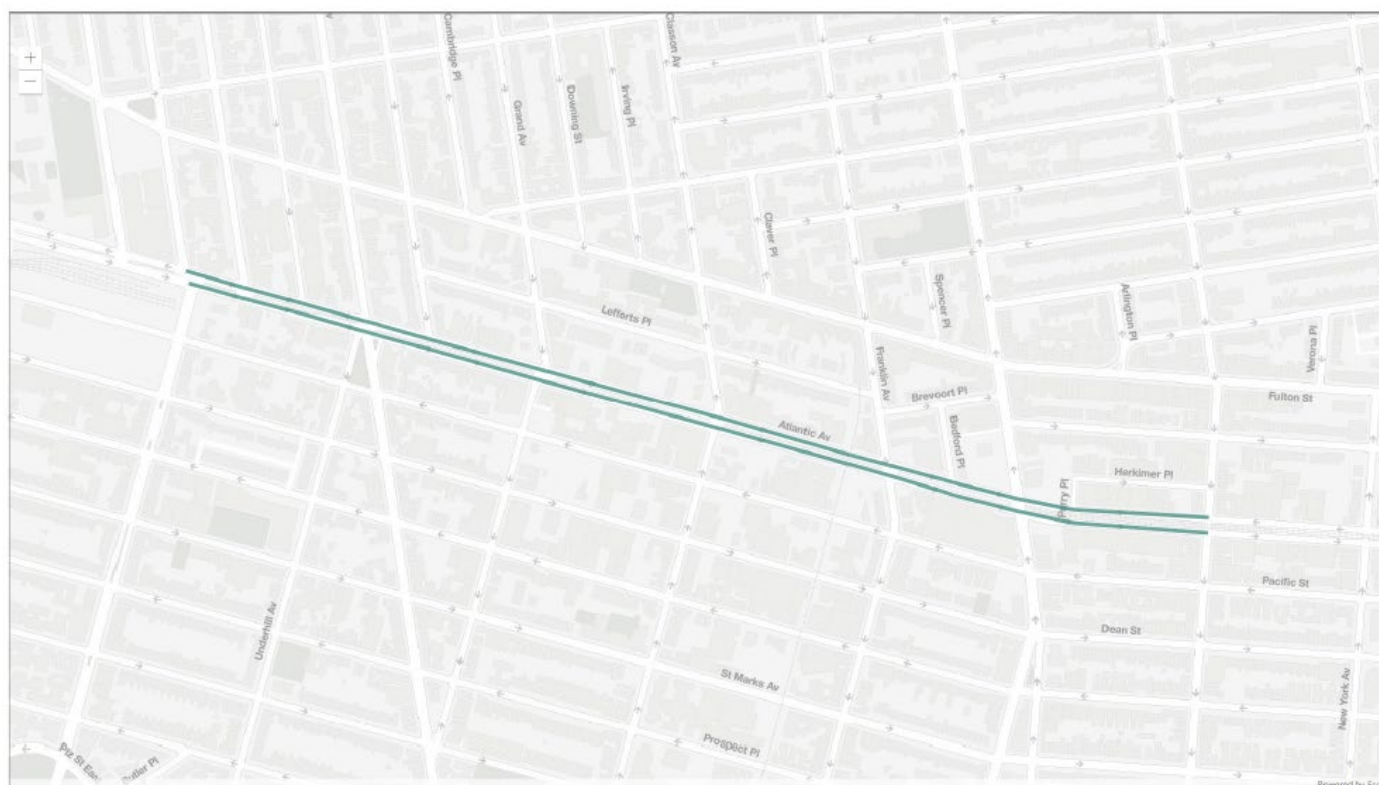


- Bike Lanes
- Citi Bike Station
- Long Island Railroad (LIRR) Stations
- Subway Stations
- Subway Lines**
 - 1-2-3; 4-5
 - A-C
 - D-N-R
 - B-Q
 - G
 - S
- Long Island Railroad (LIRR) Lines**
 - Route
- Context**
 - Study Area
 - Study Area Buffer



Note: This map does not include CitiBike stations Phase 3 expansion

Corridor Traffic Safety Report: Atlantic Avenue Corridor



Fatalities

Mode	Fatalities 2016-2020 (5 Years)	Fatalities 2016-02/08/2023 (8 YEARS)
Pedestrian	0	2
Bicyclist	0	0
Motor Vehicle Occupant	0	0
Other Motorized	0	0
Total	0	2

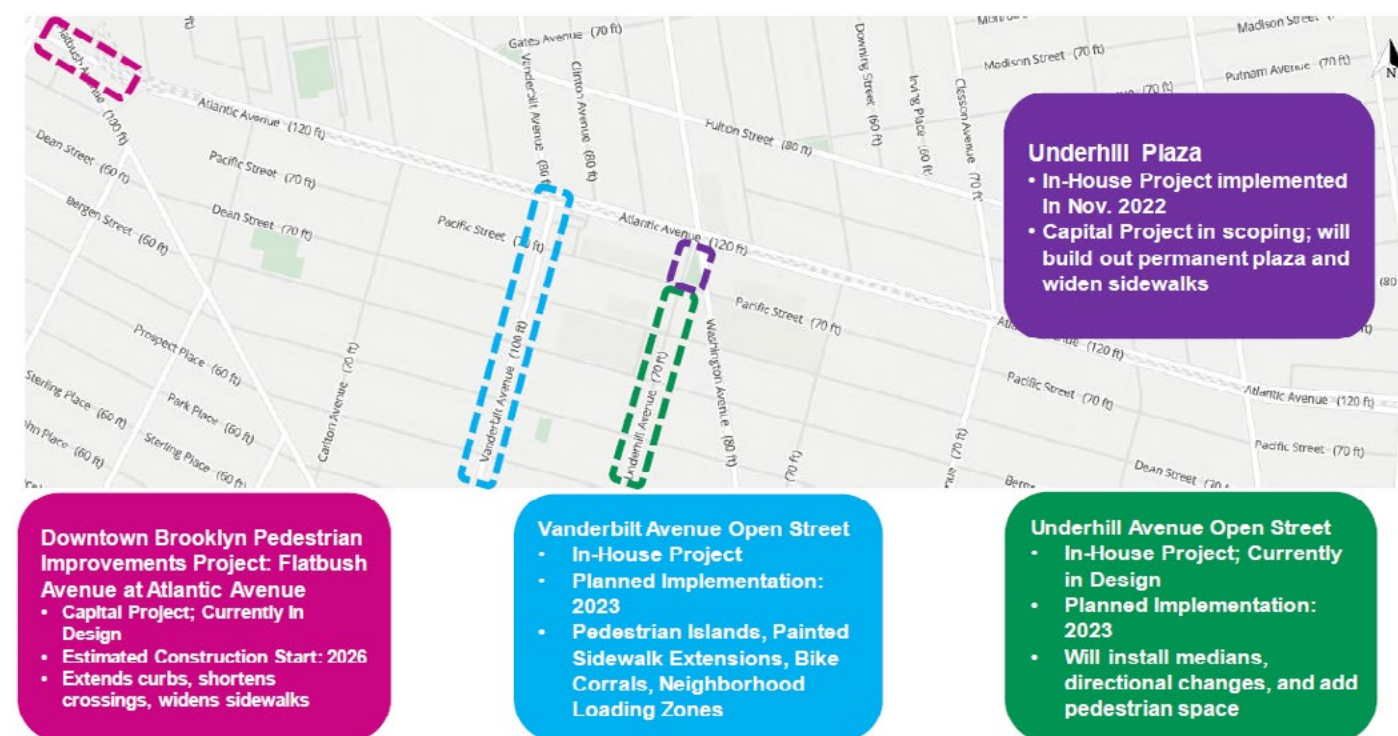
Injury Summary, 2016-2020 (5 Years)

Mode	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	75	12	0	12
Bicyclist	47	8	0	8
Motor Vehicle Occupant	447	11	0	11
Other Motorized	0	0	0	0
Total	569	31	0	31

Source: Fatalities: NYCDOT, Injuries: NYSOT KSI: Persons Killed or Severely Injured

REPORT SUMMARY	
TYPE	CORRIDOR
INJURY DATE RANGE	2016-2020 (5 Years)
LENGTH	0.97 mile
KSI	32 per mile
RANK	Top 10% in Brooklyn
FATALITIES	2
DANGEROUS INT.	ATLANTIC AVENUE/BEDFORD AVENUE (Based on Max KSI)
BOROUGH	BROOKLYN

NYC DOT: Ongoing Planned Projects



Downtown Brooklyn Pedestrian Improvements Project: Flatbush Avenue at Atlantic Avenue

- Capital Project; Currently In Design
- Estimated Construction Start: 2026
- Extends curbs, shortens crossings, widens sidewalks

Vanderbilt Avenue Open Street

- In-House Project
- Planned Implementation: 2023
- Pedestrian Islands, Painted Sidewalk Extensions, Bike Corrals, Neighborhood Loading Zones

Underhill Avenue Open Street

- In-House Project; Currently in Design
- Planned Implementation: 2023
- Will install medians, directional changes, and add pedestrian space

Underhill Plaza

- In-House Project implemented In Nov. 2022
- Capital Project in scoping; will build out permanent plaza and widen sidewalks

NYC Parks: Recent Capital Investments



AAMUP Study Area
Ongoing and Planned Capital Investment

NYC Parks

Legend

- AAMUP Study Area
- 1/4 Mile Buffer
- 1/2 Mile Buffer
- Community Board
- NYC Parks Property

0 1,450 2,900 Feet

NYC Parks: Ongoing Capital Investments



AAMUP Study Area
Ongoing and Planned Capital Investment

NYC Parks

Legend

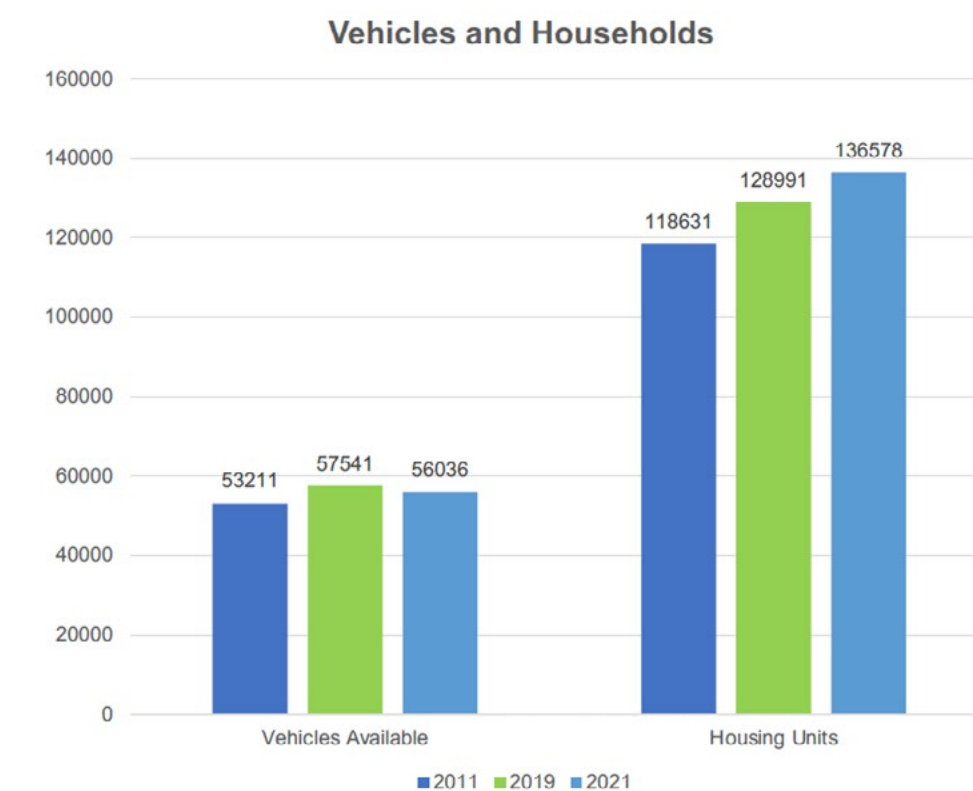
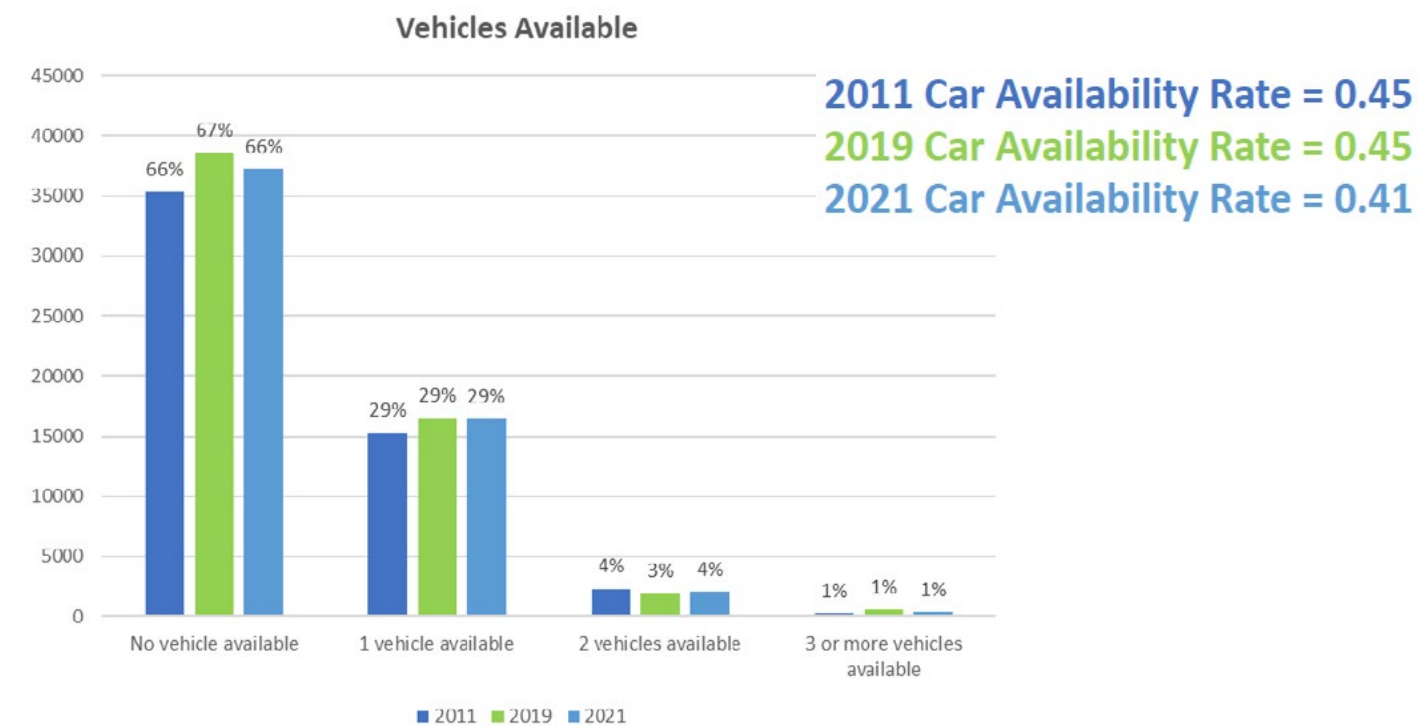
- AAMUP Study Area
- 1/4 Mile Buffer
- 1/2 Mile Buffer
- Community Board
- NYC Parks Property

0 1,450 2,900 Feet

NYC Parks: Street Tree Coverage

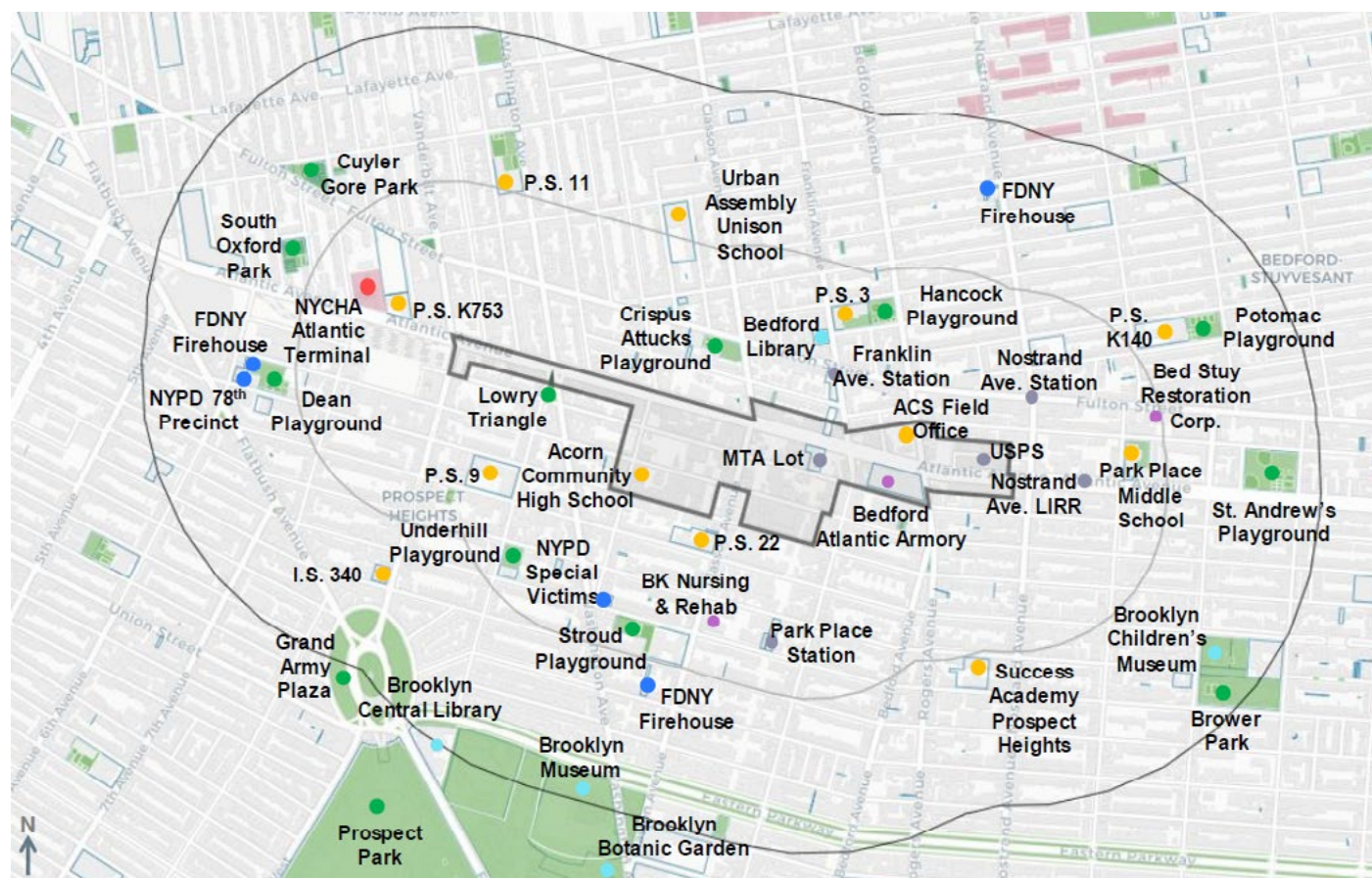


Household Car Availability



Data source: ACS 2007-2011 5-Year Estimates; ACS 2015-2019 5-Year Estimates; ACS 2017-2021 5-Year Estimates.

Neighborhood Institutions, Facilities, and City-owned lots



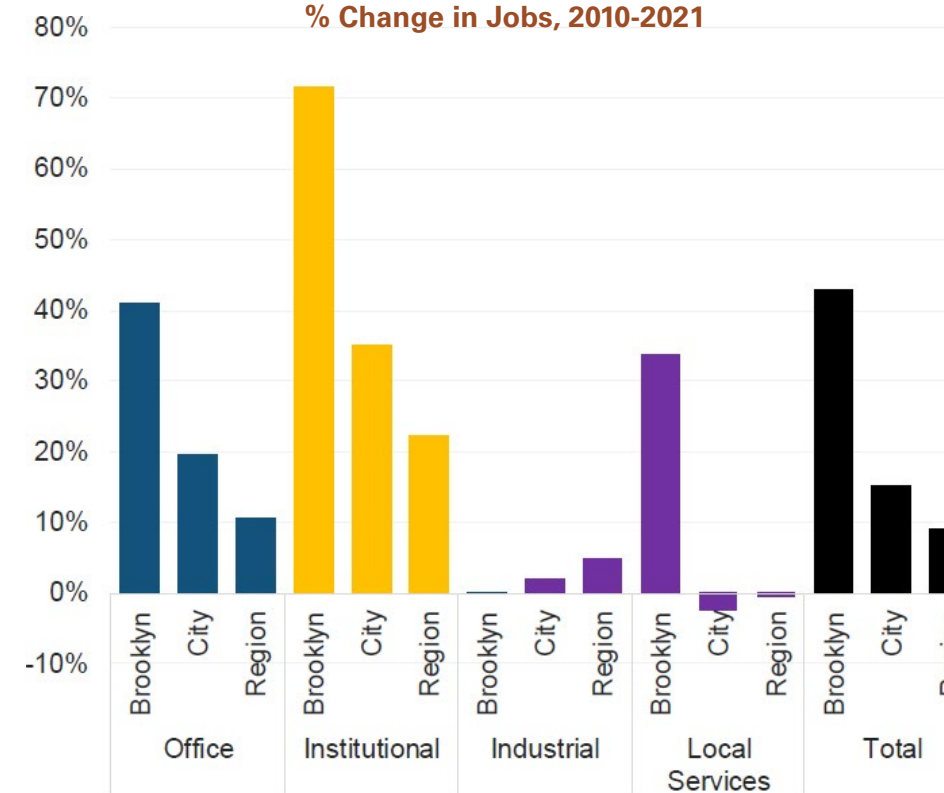
- Primary AAMUP Area
- 1/4 mile radius
- 1/2 mile radius
- Parks, Gardens, and Historical Sites
- Health and Human Services
- Residential
- Libraries and Cultural Programs
- Core Infrastructure and Transportation
- Education, Child Welfare, and Youth Services
- Public Safety and Emergency Services
- NYCHA Developments
- City-owned lots

Regional, Citywide & Brooklyn Employment Trends by Macro Sector

Jobs by Macro Sector, 2022 Q2

	Brooklyn	NYC	Region
Office	110k	1.40M	2.78M
Institutional	328k	1.02M	2.20M
Industrial	92,930	447k	1.67M
Local Services	175k	879k	2.38M
Government	120k	556k	1.44M
Total	826k	4.30M	10.5M

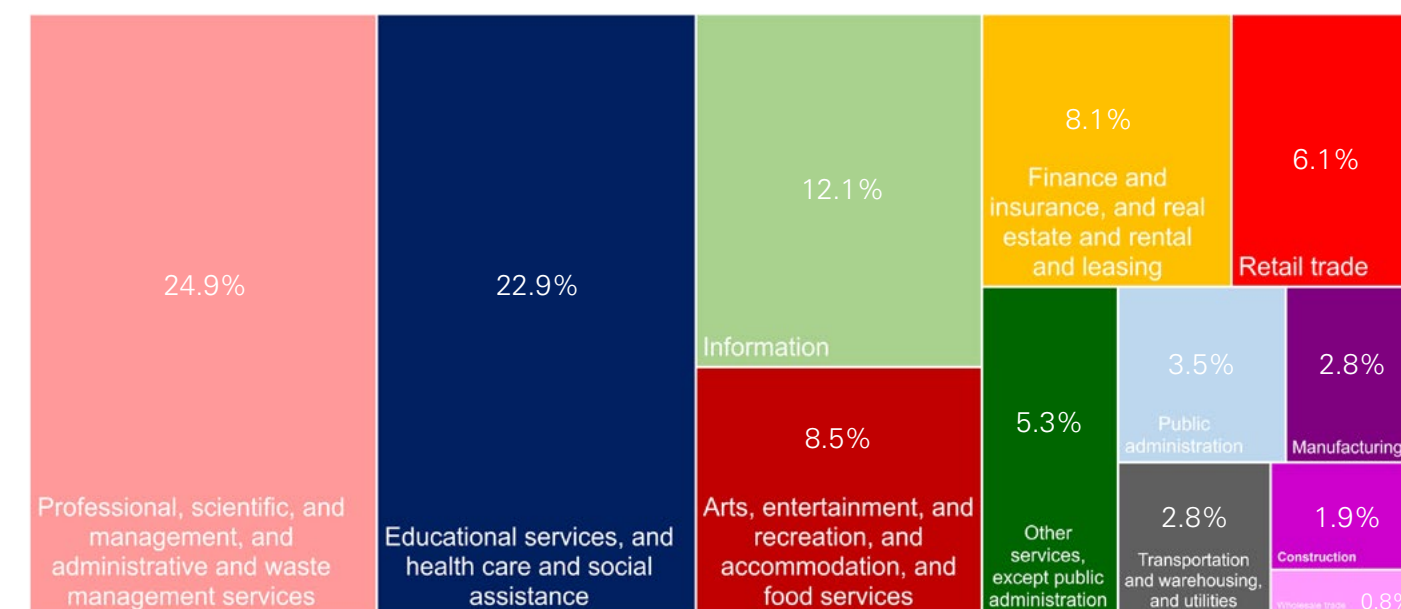
% Change in Jobs, 2010-2021



Employment Trends within Primary Planning Area

Macro Sector & Industry	Annual Average			Q1-Q2 Avg
	2000	2010	2021	2022
Industrial	334	X	257	232
Construction	102	134	174	150
Manufacturing	132	63	28	28
Transportation and Warehousing	42	X	24	24
Wholesale Trade	57	79	32	30
Institutional	X	X	X	
Educational Services	X	X	X	
Health Care and Social Assistance	X	X	54	50
Office-based	20	20	183	173
Professional, Scientific, and Technical Services	X	X	87	94
Administrative and Support, and Waste Management and Remediation Services	X	X	24	27
Information	X	X	X	28
Real Estate and Rental and Leasing	X	7	14	19
Finance and Insurance	X	X	X	X
Management of Companies and Enterprises	X	X	X	X
Local Services	212	195	268	314
Other Services (except Public Admin)	80	76	106	122
Accommodation and Food Services	X	101	105	110
Arts, Entertainment, and Recreation	X	X	15	18
Retail Trade	65	12	31	46
Unclassified	10	X	11	18
Total Private-Sector Jobs	566	578	765	772

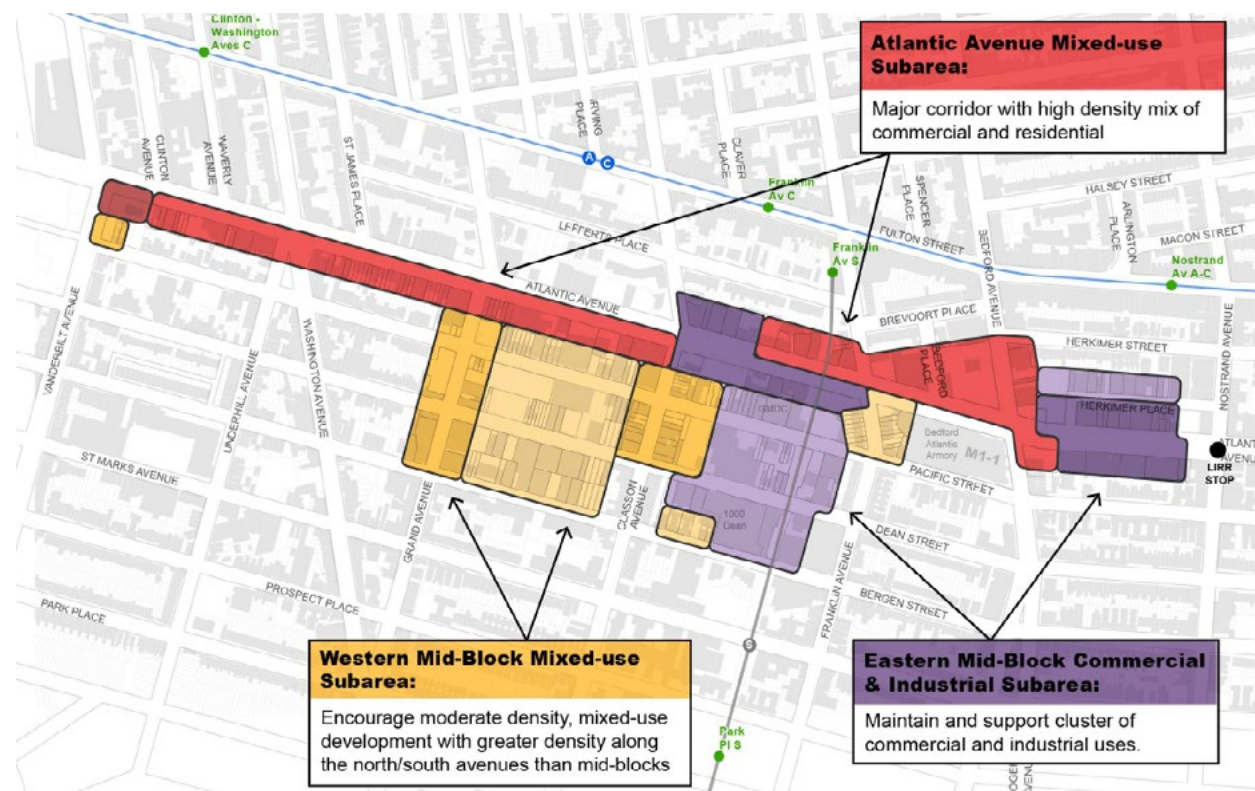
Occupations of Residents within a Quarter-Mile Context Area



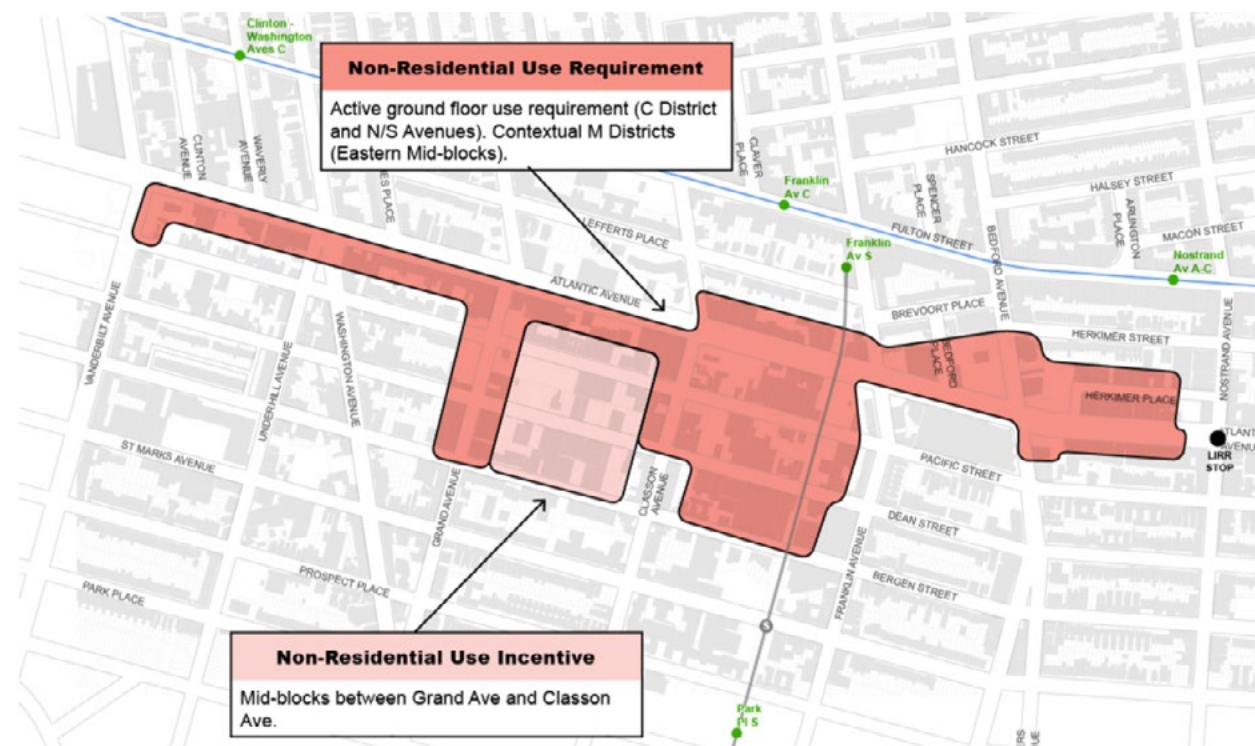
Note: Civilian employed population 16 years and over. Graphic omits "Agriculture, forestry, fishing and hunting, or mining," 0.2%

Source: 2017-2021 5-year American Community Survey (ACS), Table DP03; Brooklyn Census Tracts 161, 163, 179, 199, 201, 203, 205, 221, 227, 247, 305, 315

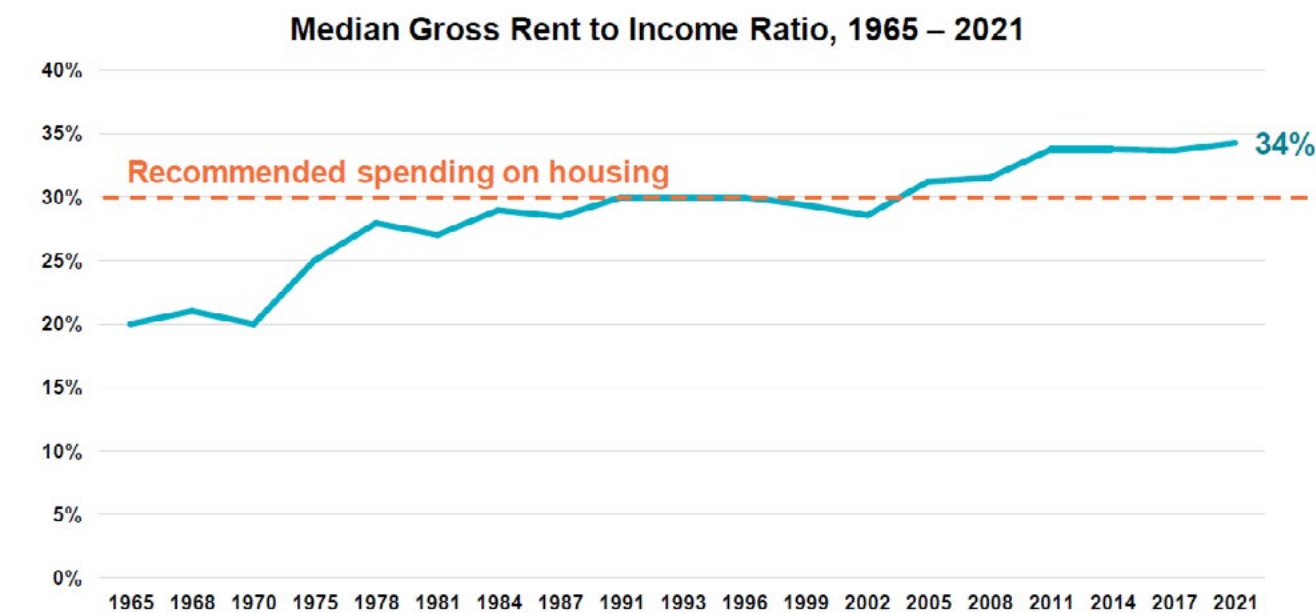
DCP M-CROWN Land Use Framework (2018)



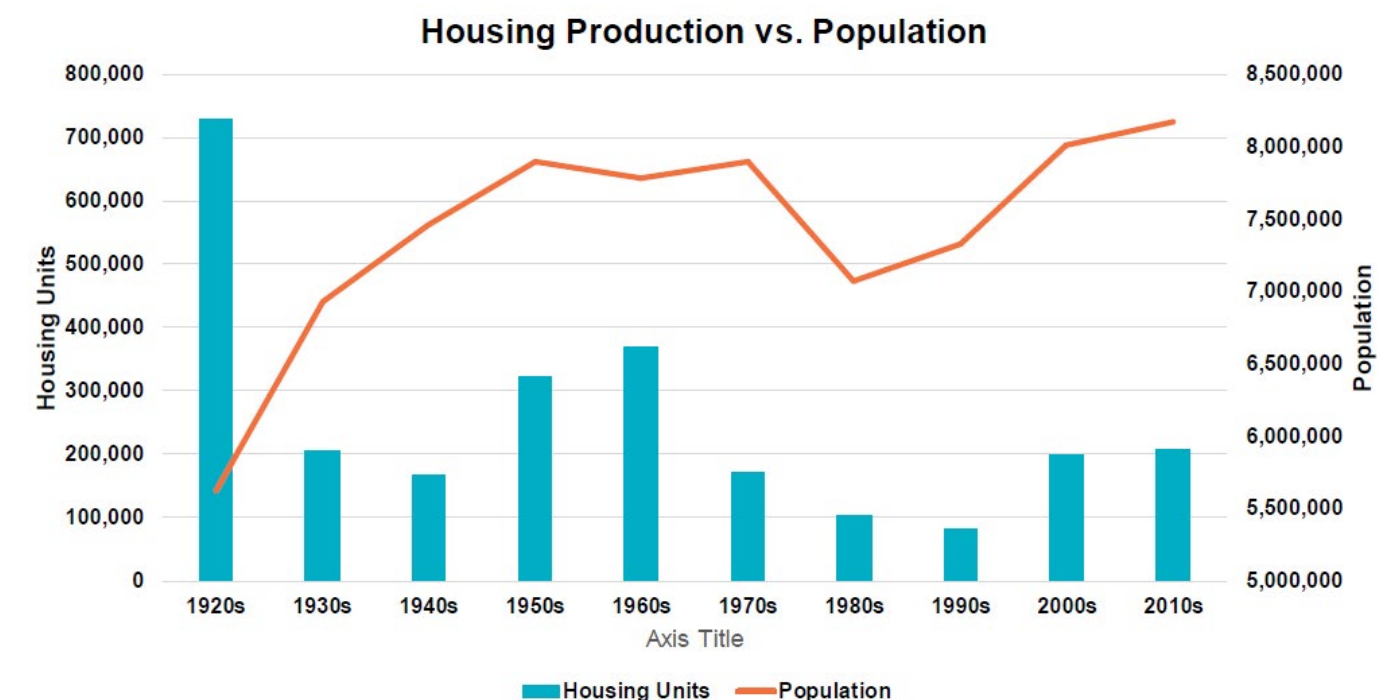
DCP M-CROWN Land Use Framework (2019)



Citywide Housing Trends



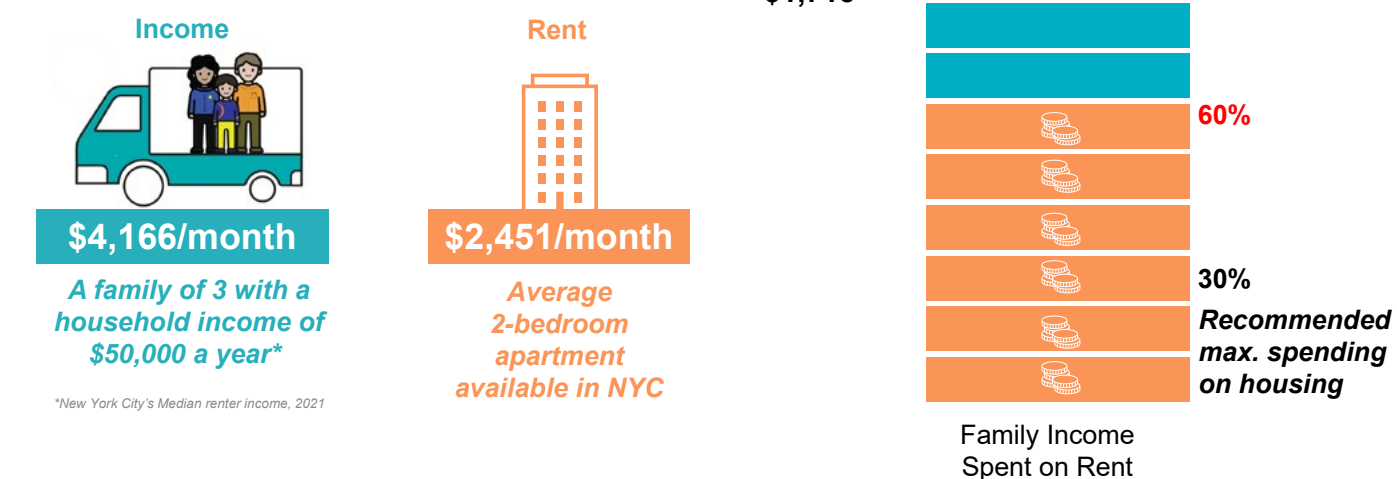
Source: NYC Housing and Vacancy Survey, 1965-2021 US Census Bureau/NYC HPD



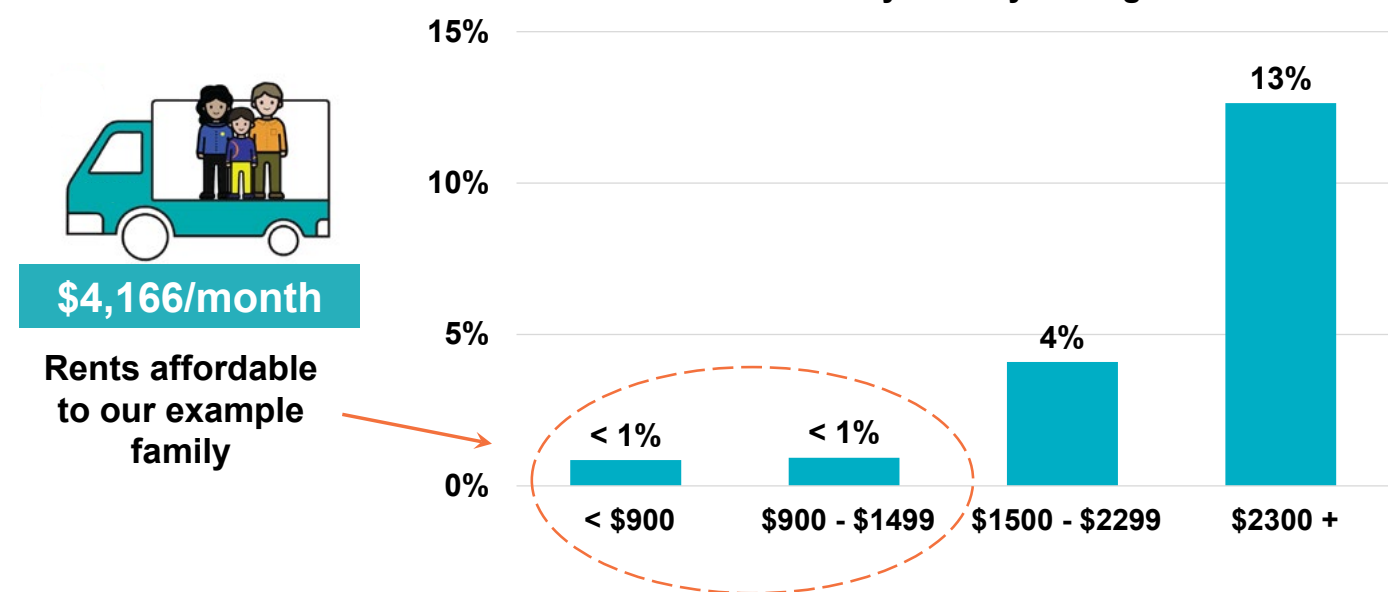
NYC Department of Housing Preservation & Development

Citywide Housing Trends

A 3-person family seeks housing:

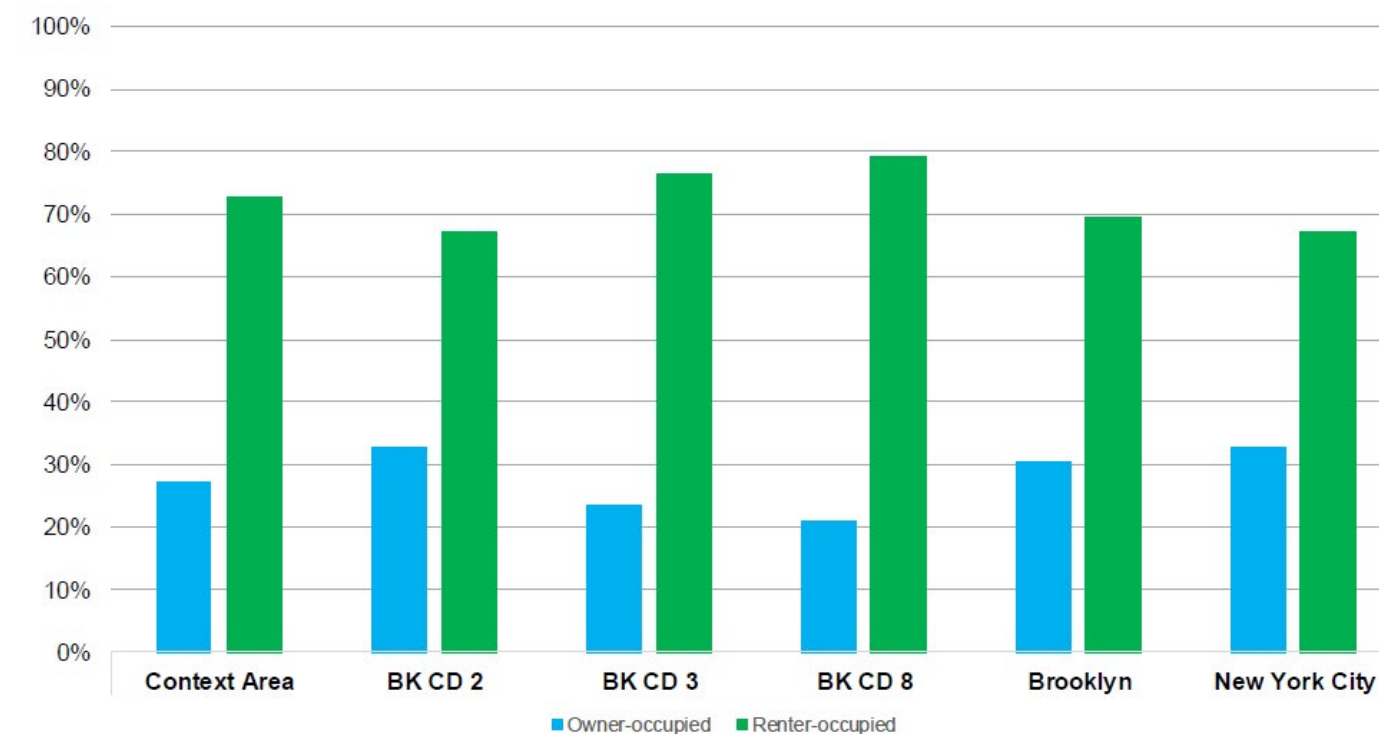


Net Rental Vacancy Rate by Asking Rent



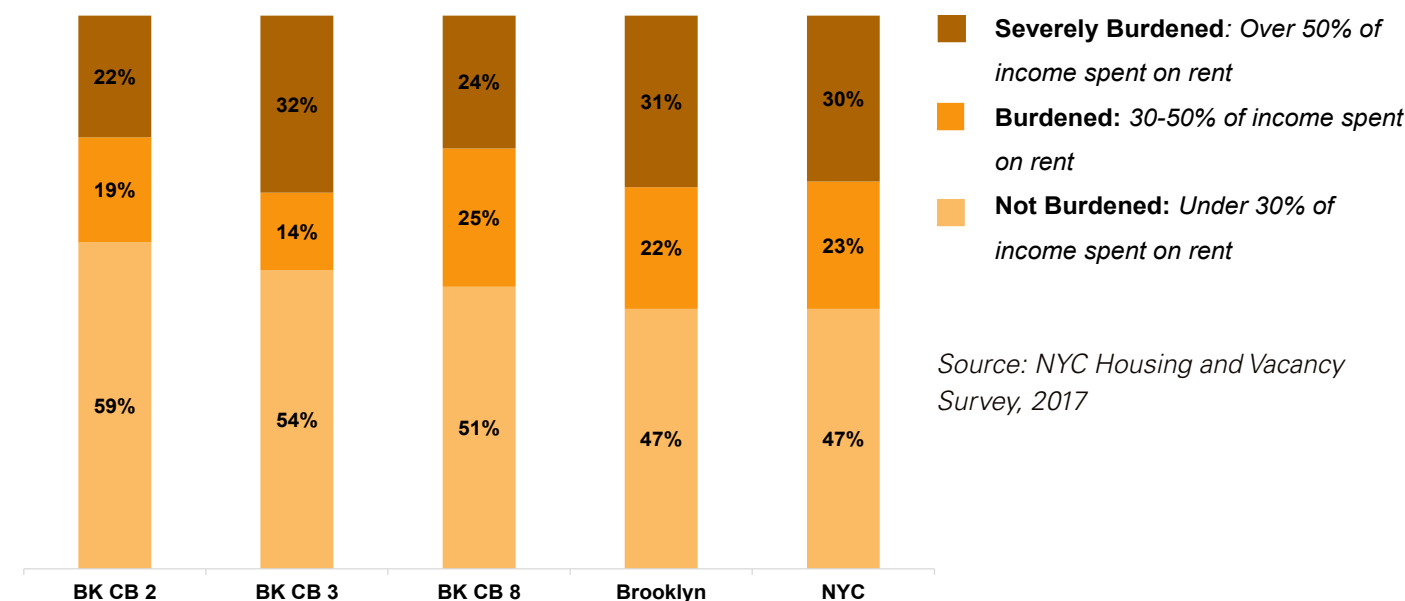
Citywide Housing Trends

Owner vs. Renter Population



Population in owner-occupied or renter-occupied units divided by the total number of owner-occupied or renter-occupied units.

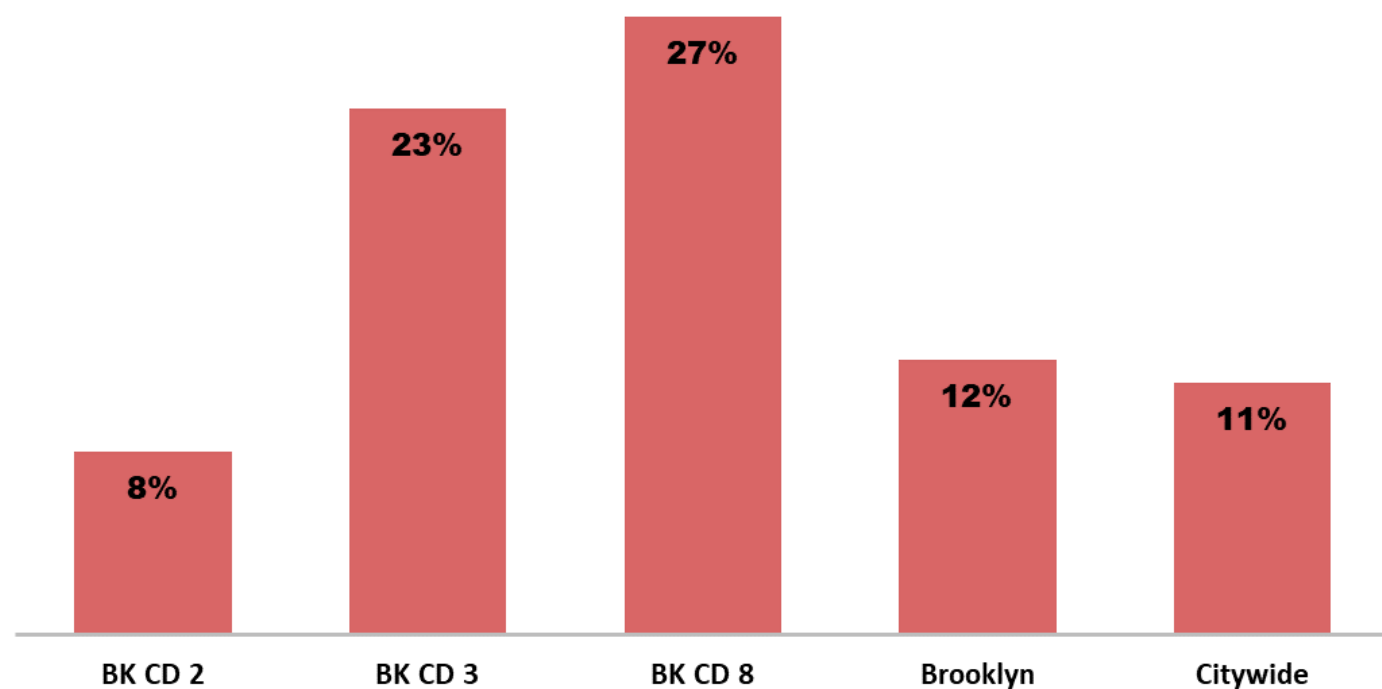
Rent Burdened Households



Source: NYC Housing and Vacancy Survey, 2017

Housing Maintenance Deficiencies

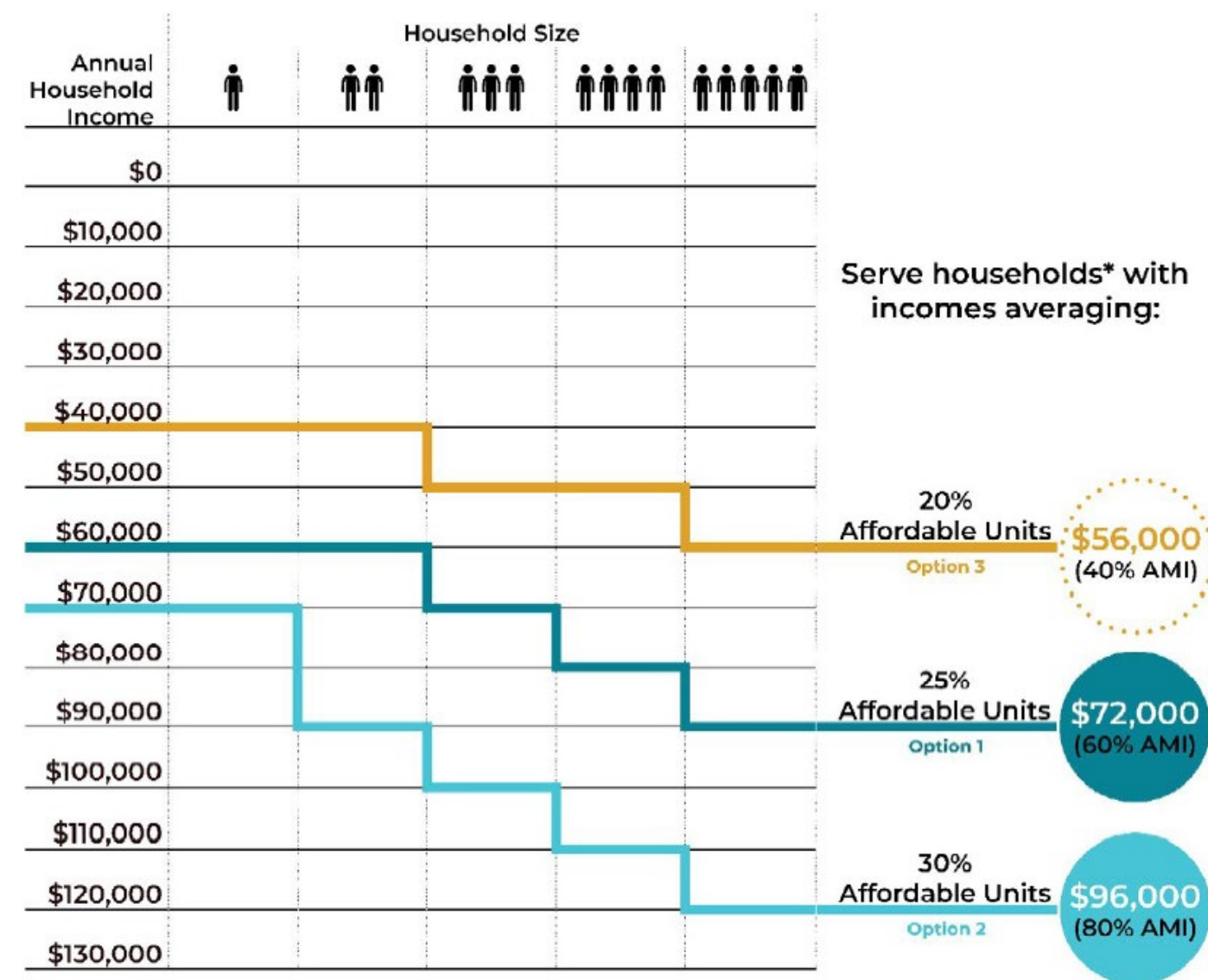
Housing Maintenance Deficiencies



Housing maintenance deficiencies are measured by the number of households reporting three or more deficiencies in their unit.

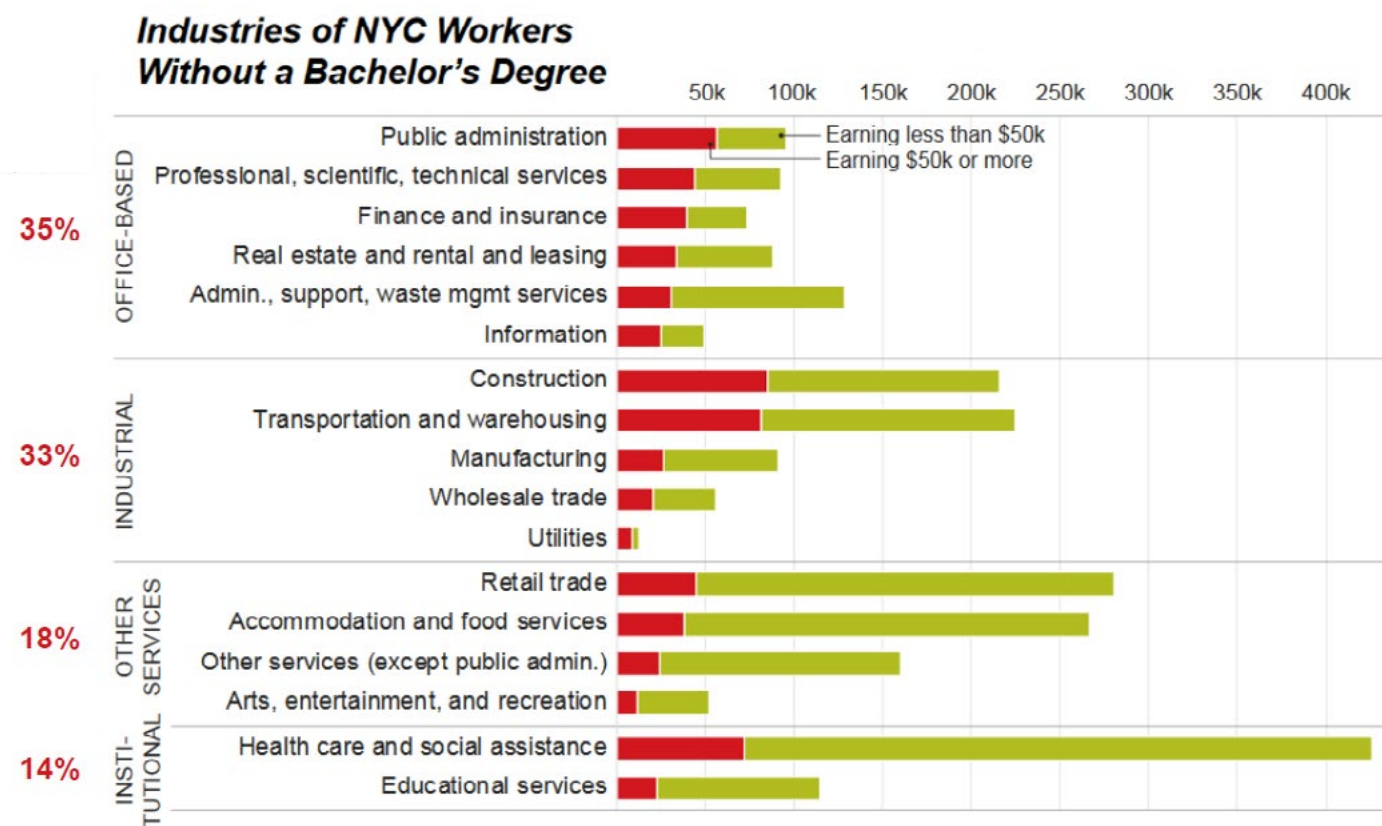
Source: NYC Housing and Vacancy Survey, 2017

What is Mandatory Inclusionary Housing (MIH)?



*Example incomes based on a three-person household using 2022 HUD Income Limits

Living Wages for People Without a Bachelor's Degree by Sector



**Share of NYC Workers
w/o a Bachelor's Degree
Earning ≥\$50K**

Source: IPUMS USA: 2015-2017 ACS samples



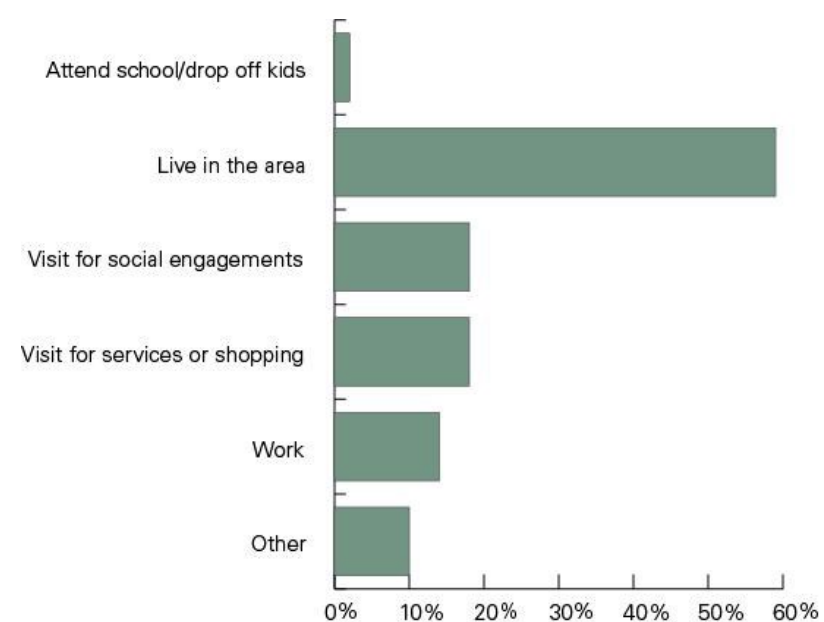
Appendix C: In-Person Participants

The AAMUP public meeting process included 1,174 touch points with participants at 12 public meetings. More than 270 unique individuals participated in the planning process.

At the kickoff meeting, participants responded to a live Zoom poll about their demographics and relationship to the Project Area, the results of which appear in the meeting summary in Appendix D. For subsequent in-person meetings, attendees were polled about their demographics through the Eventbrite RSVP process. The data for the Eventbrite signups appears here.

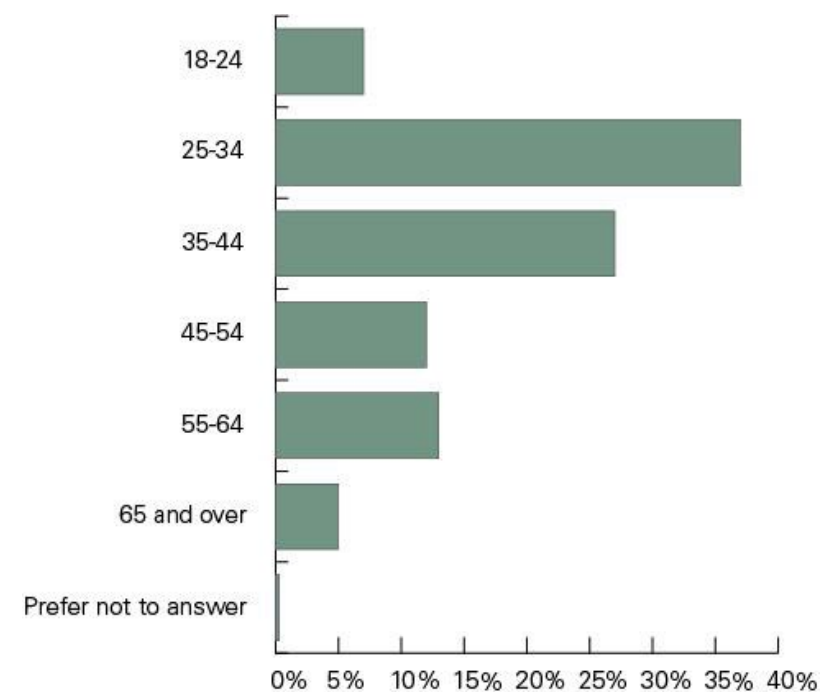
Eventbrite RSVP Relationship to the Project Area

(n = 432)



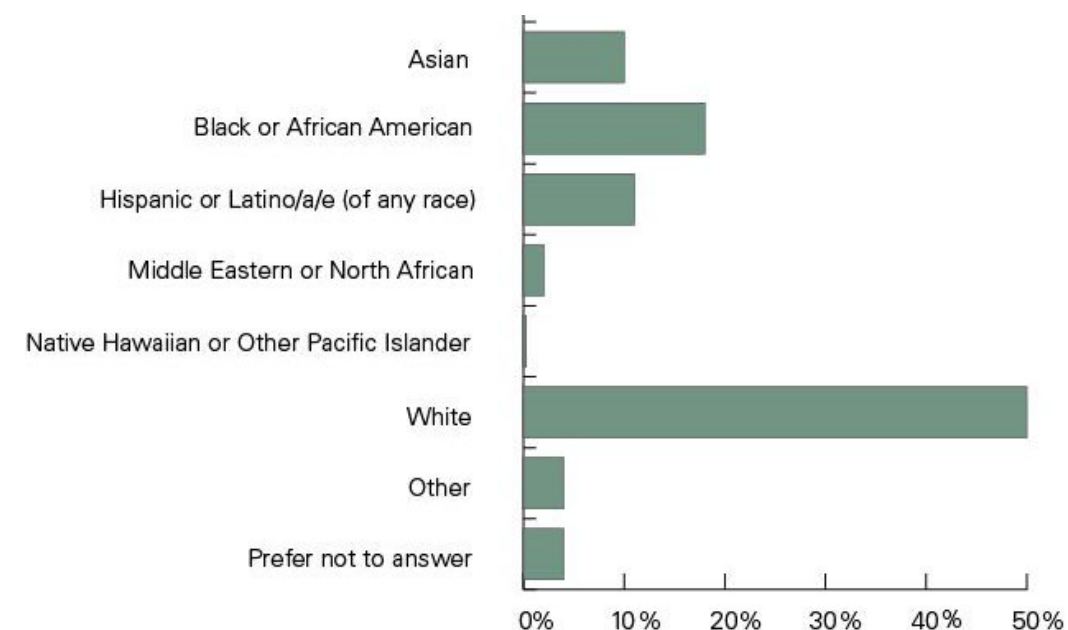
Eventbrite RSVP Age Group

(n = 252)



Eventbrite RSVP Self Identified Race/Ethnicity

(n = 273)





Appendix B: Meeting Summaries

Atlantic Avenue Mixed-Use Plan Kickoff Meeting (Community Planning Workshop #1)

What We've Heard

Overview

This document has been compiled for AAMUP to review the outcomes of the initial public kickoff meeting for the Atlantic Avenue Mixed-Use Plan.

The kickoff meeting took place on Tuesday, the evening of January 17th, 2023. The meeting introduced the local community to the Atlantic Avenue Mixed-Use Plan process. In addition to covering some project basics, the focus areas used as a framework for the community planning process were introduced, along with accompanying precedents from previous city projects. The largest portion of the meeting was reserved for breakout discussion groups where members of the public shared their initial thoughts on the process and identified issues and opportunities in and around the Project Area that should be considered during the planning process.

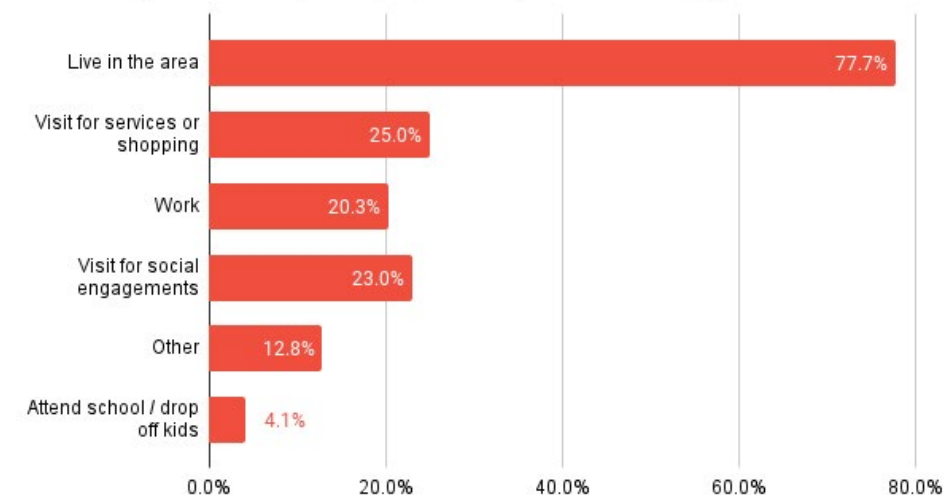
Meeting Details

- Date:** January 17, 2023
- Time:** 6:00pm - 8:15pm
- Location:** Virtual (Zoom)
- Registrants:** 433 (Note: this number includes staff)
- Attendees:** 253

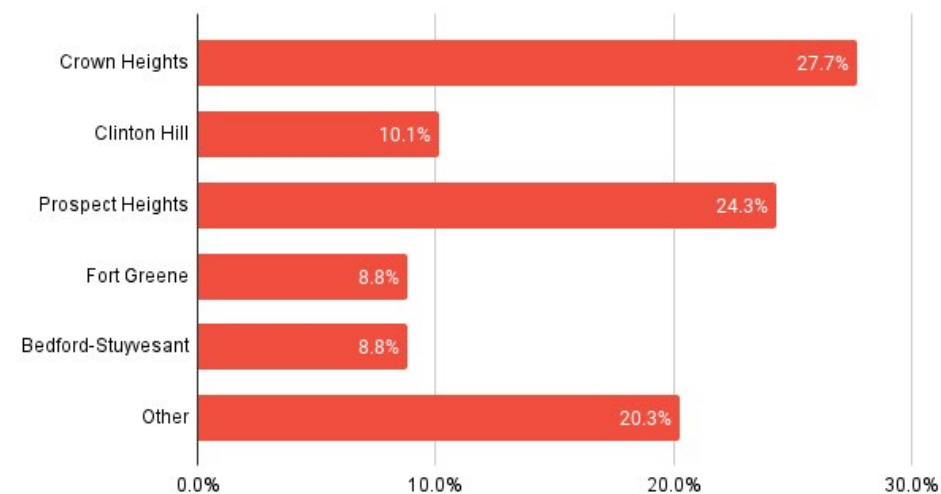
Note: Virtual meetings typically have very high drop-off from registration to attendance

Poll Results

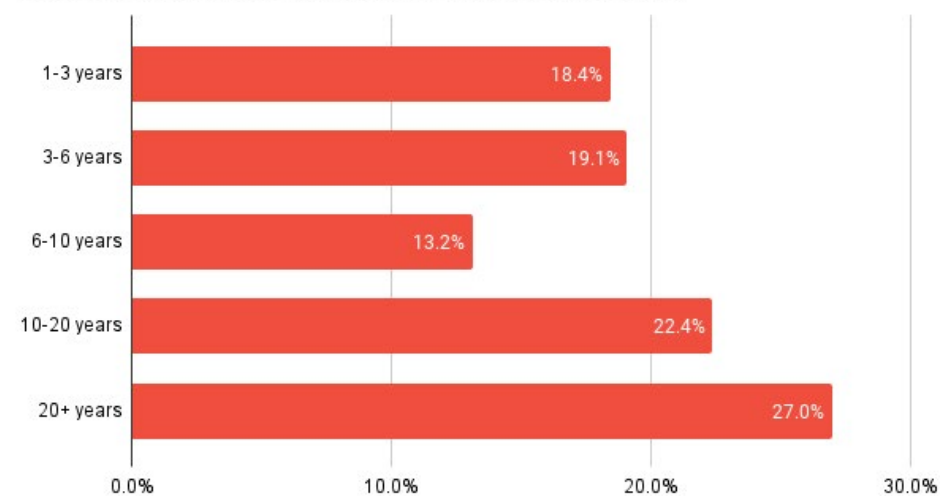
A1. What is your relationship to the project area? (check all that apply)



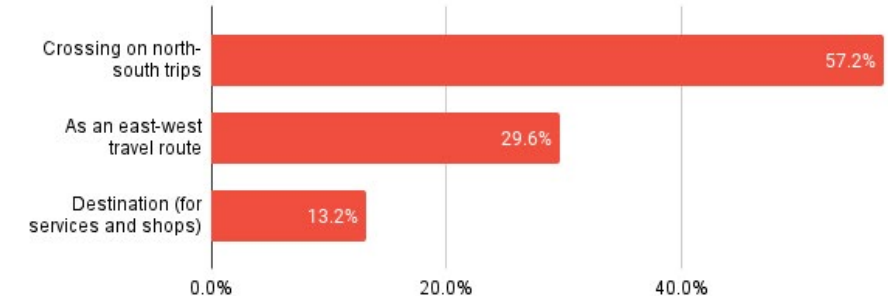
A2. What neighborhood do you live in?



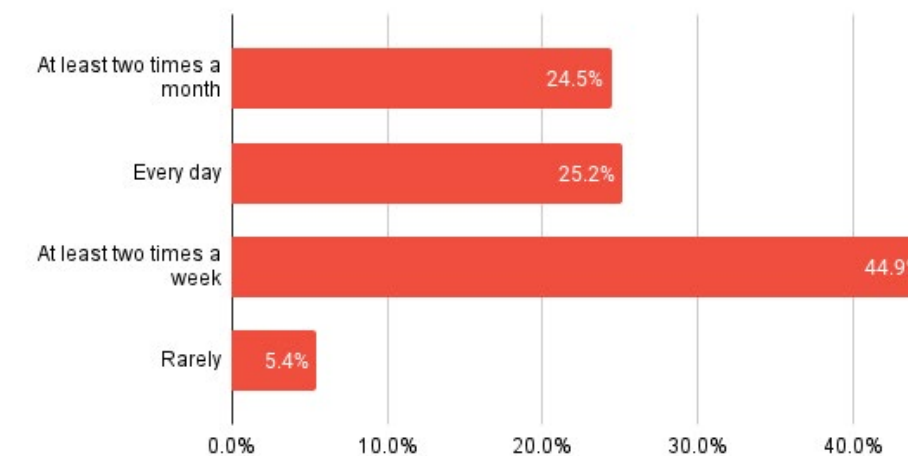
B1. How long have you lived, worked, or been involved in the area?



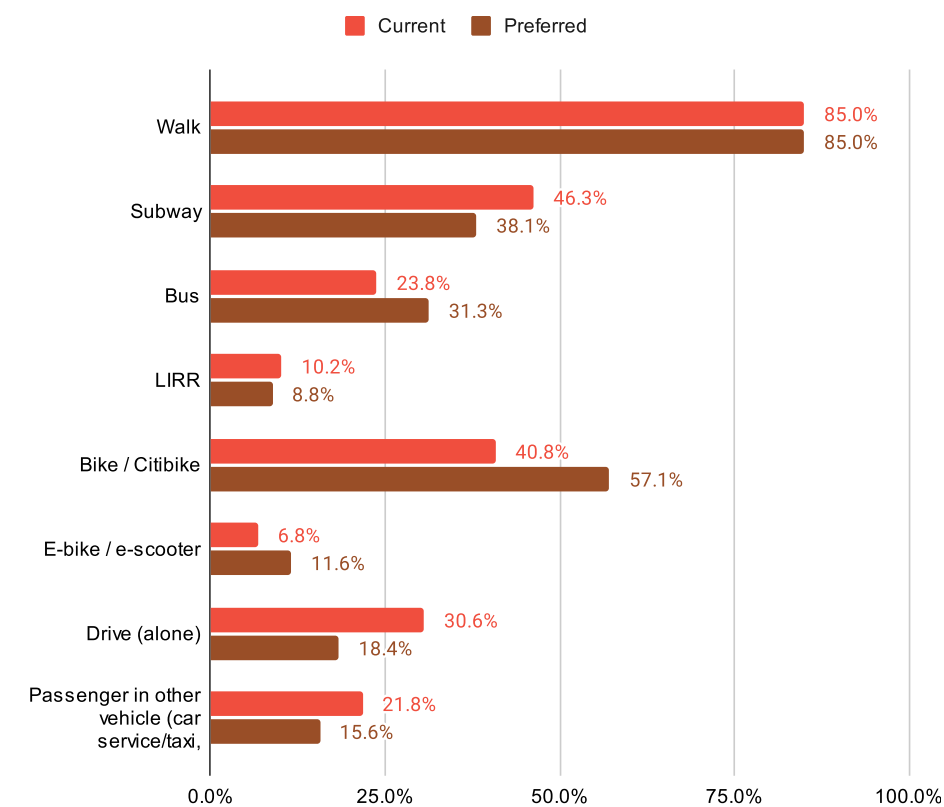
B2. How do you most frequently use Atlantic Avenue?



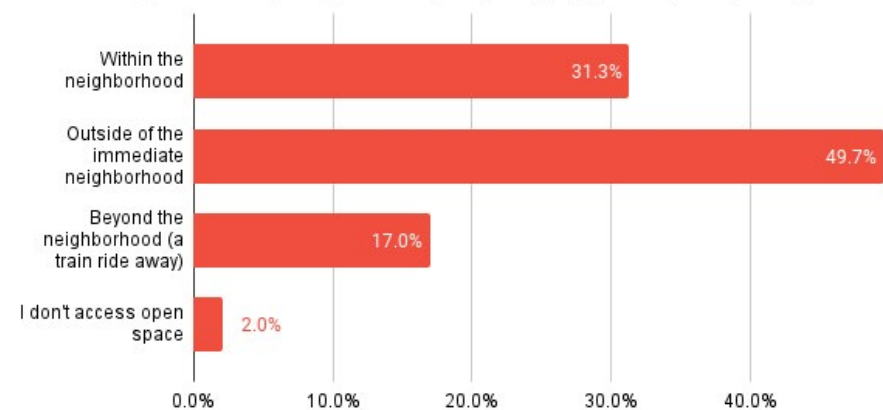
C1. How frequently do you cross Atlantic Ave (within the study area)?



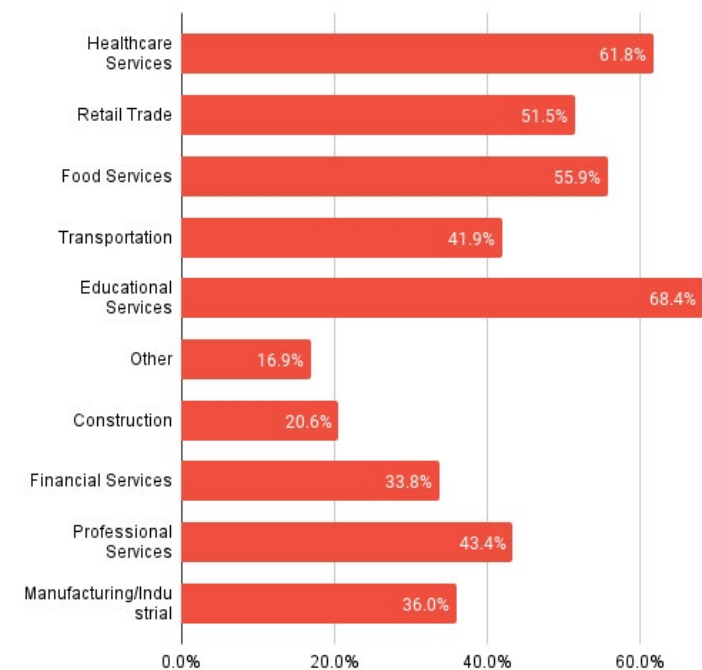
**C2. How do you typically get around this area? (check all that apply) -- AND --
C3. How would you prefer to get around in this area? (check all that apply)**



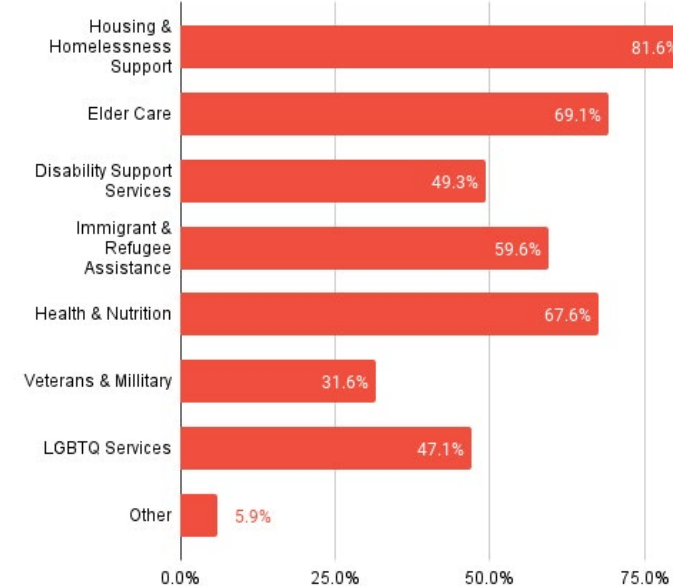
C4. Where do you most frequently access open space (playgrounds/parks/plazas)?



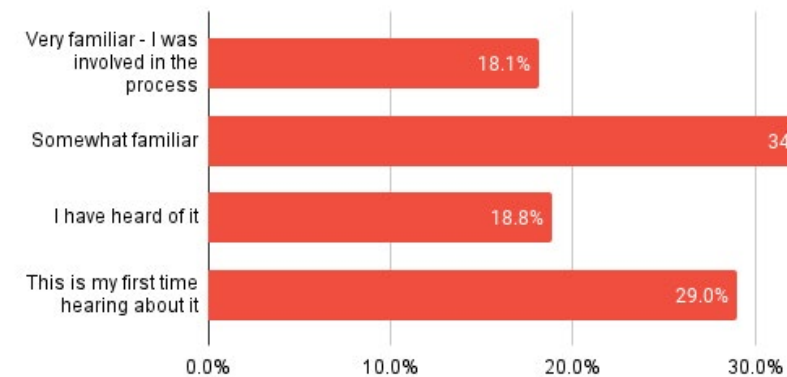
D1. What job creation opportunities would you like to see in the study area? (check all that apply)



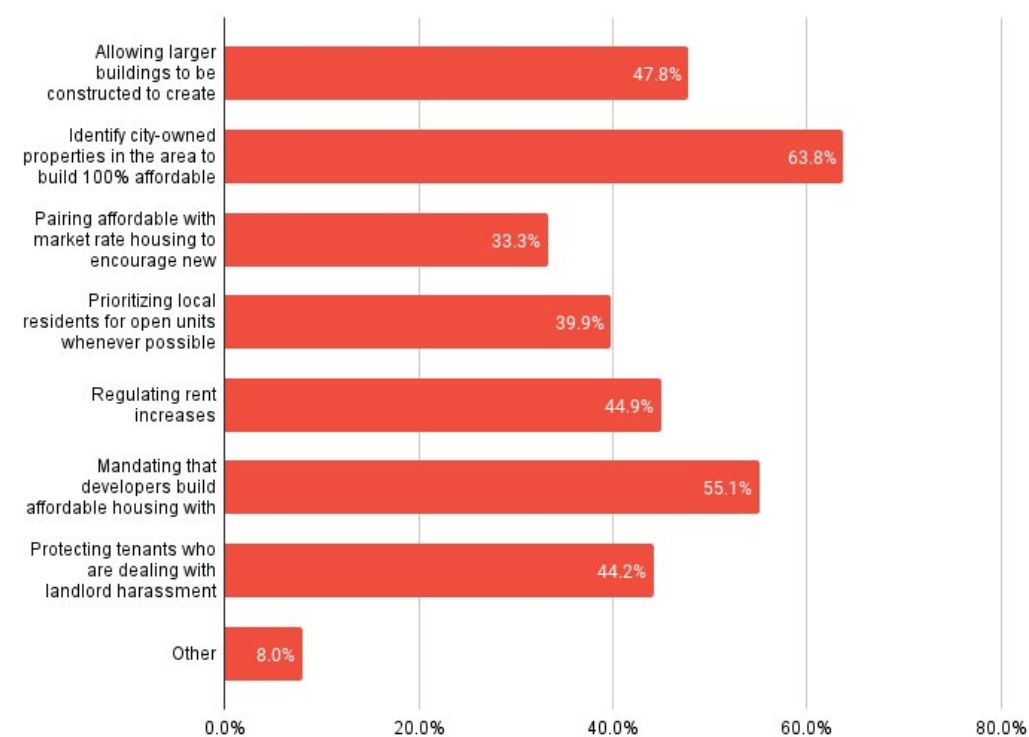
D2. What community resources would you like to see in the study area? (select all that apply)



E1. How familiar are you with Community Board 8 and the Department of City Planning's work on M-CROWN in this area?



E2. Which of the following strategies should be top priorities to keep rent affordable in the area? (Select your top two)



Atlantic Avenue Mixed-Use Plan Working Group A Round One

What We've Heard

Overview

This document has been compiled for AAMUP as a summary of what we heard at Working Group A round one regarding Streetscape, Physical Infrastructure, and Open Space.

Meeting Details

Date:	Monday, February 13, 2023
Time:	6:30pm - 9pm
Location:	P.S. 9 Sarah Smith Garnet School 80 Underhill Avenue, Brooklyn, NY 11238
Attendance:	118 registered, 85 attended

The following summary points include the subjects that Focus Group attendees raised most frequently, but do not represent every comment submitted at the session.

Summary

- Atlantic Avenue was highlighted as a dangerous street that divides up the community and is in need of safety improvements
- Bicycle safety is a priority in the area, and consideration should be given to safely accommodate bicycle travel on Atlantic Avenue
- More attention should be paid keeping cyclists on north-south bicycle routes safe when they cross Atlantic Avenue
- Atlantic Avenue is not currently a pleasant place to walk along or spend time on
- There was concern about bringing increased density to Atlantic Avenue due to the truck traffic of surrounding industrial businesses
- There were frequent calls to introduce more greenery and green infrastructure to streets throughout the area
- People questioned whether the C train's frequency and reliability would be able to support the addition of lots of new residents
- There was concern that street design changes should not make driving in the area impossible, especially along Atlantic Avenue which serves as an important east-west connector
- The area's streets are infested with rats
- Poor sidewalk conditions along Atlantic Avenue are a concern, including paving in disrepair and business uses obstructing pedestrian passage
- Streets should be comfortable and navigable for people of all ages and physical ability
- There is currently an insufficient amount of recreational open and green space in the Project Area
- Public art in the area should promote Black artists and the area's cultural history

Atlantic Avenue Mixed-Use Plan Working Group B Round One

What We've Heard

Overview

This document has been compiled for AAMUP as a summary of what we heard at Working Group B round one regarding Economic Development, Human Capital, and Services.

Meeting Details

- Date:** Wednesday, February 15, 2023
- Time:** 6:30pm - 9pm
- Location:** P.S. 9 Sarah Smith Garnet School
80 Underhill Avenue, Brooklyn, NY 11238
- Attendance:** 53 registered, 32 attended

The following summary points include the subjects that Focus Group attendees raised most frequently, but do not represent every comment submitted at the session.

Summary

- Existing businesses in the area should be supported, especially those that may be displaced in a rezoning
- There are opportunities here to support the growth of new and innovative industrial and manufacturing industries, especially those that support the green economy, like urban farming
- There is a need for quality employment that pays family-supporting wages and are accessible without college degrees
- Some participants were not dedicated to industrial jobs in the area and see potential for new types of professional services and other types of office employment
- It is a priority to connect local residents to any new jobs
- New jobs need accompanying training programs that will enable locals to access the opportunities
- **People hope to avoid generic or big-box ground-floor retailers that one can find anywhere, instead wishing to support small, Black-owned, and locally-owned businesses**
- The local area lacks some essential services like commercial banks and laundromats.
- There should be supportive services for people in the area who are experiencing homelessness
- **There should be services that support older adults in the neighborhood to age in place**

Atlantic Avenue Mixed-Use Plan Working Group C Round One

What We've Heard

Overview

This document has been compiled for AAMUP as a summary of what we heard at Working Group C round one regarding Streets, Infrastructure, and Open Space.

Meeting Details

Date:	Thursday, February 15, 2023
Time:	6:30pm - 9pm
Location:	P.S. 9 Sarah Smith Garnet School 80 Underhill Avenue, Brooklyn, NY 11238
Attendance:	94 registered, 62 attended

The following summary points include the subjects that Focus Group attendees raised most frequently, but do not represent every comment submitted at the session.

Summary

- The City should prioritize efforts to prevent displacement and keep residents in their homes
- Recent construction in the area has created more housing opportunities for young and transient people, but the area needs affordable homes that will also support families
- Participants sought programs that would support people in becoming homeowners as a strategy to support affordable housing, with special emphasis on supporting Black homeownership
- There is concern that the area's public schools are not currently offering programs that meet the needs of the area's families
- There was general support that the Project Area can support a higher density than the area's existing 1-3 story manufacturing buildings
- Participants felt that mixed uses that include commercial businesses and housing make sense in the area, although some people voiced concern about industrial business truck traffic and nuisances like noise, odors, and vibrations
- There was widespread concern about gentrification in this area that has led to high housing costs and the resulting displacement of lower-income and especially Black residents; there is concern that past rezonings are perceived to have accelerated displacement, and there should be measures in place to ensure that does not happen
- Participants were interested in ensuring that new development translates directly into funding for public neighborhood improvements

Atlantic Avenue Mixed-Use Plan Community Planning Workshop Two

What We've Heard

Overview

This document has been compiled for AAMUP as a summary of what we heard at Community Planning Workshop 2.

Meeting Details

- Date:** Sunday, April 16, 2023
- Time:** 2pm - 5:30pm
- Location:** Grace Agard Harewood Neighborhood Senior Center,
66 Fulton Street, Brooklyn, NY 11238
- Attendance:** 91 signed in attendees (likely an undercount)

Process

For the Community Planning Workshop #2, all attendees were encouraged to participate in a walking tour of the Project Area led by WXY facilitators and members of different city government organizations (DCP, DPR, DOT, HPD, SBS). On the tour, participants were given a sense of the current context and encouraged to imagine possibilities for the Project Area.

The Working Group C Housing Tour was “live-streamed” to the main venue for those who could not physically accompany the tour guides through the Project Area.

After the walking tour, the remainder of the Workshop was formatted as an Open House, allowing participants to speak directly with City agency reps about the project. Each agency was responsible for educating participants on the background information and technicalities of each AAMUP working group focus area. The

organizations involved with each station were:

- DCP: Department of City Planning
- DOT: Department of Transportation
- DPR: Department of Parks and Recreation
- EDC: NYC Economic Development Corporation
- HPD: Department of Housing Preservation and Development
- SBS: Small Business Services

Summary of Themes

Housing was the primary concern expressed by attendees across all three AAMUP focus areas at the second Community Planning Workshop.

- There was general concern about the presence of new development driving up existing housing prices, (both for affordable and market rate units). There was disagreement as to which type of housing would have the most negative impact on the pricing of new development and on current conditions surrounding the Project Area.
- There were also general concerns expressed about: the quality of future housing developments; the trade-off between increased job opportunity; and, lack of the working-class and working middle-class housing within close proximity of proposed job locations
- A few participants were concerned about the current state of housing issues within the Project Area and in surrounding areas - notably, concerns about distressed housing, tenant harassment, and an increase in evictions and further increases in housing prices.

For focus area B (Economic Development), there was repeated interest in job training and apprenticeship programs. There was also strong interest in the retention and creation of livable-wage-paying blue-collar jobs that are accessible to folks without college degrees.

Suggested apprenticeship programs included P2A, NEW, Helmet to Hard Hats.

For Working Group A (Streetscape and Open Space), much of the same ground was covered (parks, urban gardens, bike lanes, etc.). There was interest expressed in new park spaces for children and young adults, and a local dog run. Some new ideas included: outdoor dining opportunities on Atlantic, providing a positive space for

teenagers and young adults, and last mile transportation options for cargo bikes and “Deliveristas”.

There was also a strong interest in reaching out directly to schools, senior centers and other community organizations, underscoring a general issue with making sure that a wide swath of the community involved in the Project Area is heard.

Themes by Focus Area

Working Group A: Streetscape, Physical Infrastructure, and Open Space

- Atlantic Avenue is a dangerous corridor, the plan should reclaim space from cars for wider sidewalk and bus infrastructure
- Lowry Triangle should be connected to Underhill Plaza to form a unified open space
- Provide a positive space for teenagers and young adults
- Work with DOT to allow for safe outdoor dining
- Provide last mile transportation options
 - › Subsidies for cargo bikes
 - › Spaces for “Deliveristas” to stop and rest
- E-bike lanes
- Parks for children and pets
- Expand pedestrian space on Dean Street to create a park

Working Group B: Economic Development, Human Capital, and Services

- Neighborhoods need more drug treatment centers and Domestic Violence Shelters
- Partnerships with local re-entry organizations and jobs training / apprenticeships
- Support for local artists
- Local hiring quotas
- Giving preference to local businesses that hire those with a felony record

- Top Votes for Industrial Development and Job Creation / Listed in Order of Preference
 - › Energy Services and Renewables (5 stars)
 - › Food Production and Commercial Kitchens (3 stars)
 - › Urban Agriculture and Forestry (3 stars)
 - › Artisanal Manufacturing (3 stars)
 - › Art Studios and Cultural Spaces (2 stars)
 - › Construction Trades (1 star)
 - › Professional and Technical Services (1 star)
 - › Transportation and Logistics (1 star)
- Grocery stores - in particular, grocery stores that accept SNAP / EBT

Working Group C: Land Use, Density, and Housing

- Lift affordable housing cap ratio above 12 FAR
- Shifting focus to include the units on the market that aren’t filled - either because of cost, initial down payments and / or unethical practices (i.e.: warehousing)
- Suggesting other means beyond MIH to cap rental prices.
 - › The local community should define the levels of affordability
- Allow MTA to lease their lot and earn rent revenue

Opportunity Statement Revisions

Working Group A / Opportunity Statement Ranked by Popularity

- Public Transit (26 stars)
- Open Space (22 stars)
- Environment (20 stars)
- Walking (20 stars)
- Bicycling (17 stars)
- Crossings (17 stars)
- Atlantic Avenue (16 stars)
- Health (15 stars)

- Black Culture (14 stars)
- Cleanliness (14 stars)
- Street Activity (12 stars)
- Amenities (9 stars)
- Beautification (9 stars)
- Deliveries (7 stars)
- Recreation (7 stars)
- Parking (6 stars)
- Safe Commercial Traffic (6 stars)

Working Group B / Opportunity Statements Ranked by Popularity

- Vulnerable Populations (24 stars)
- Quality Jobs (18 stars)
 - › instead of “family supporting jobs”; “people” supporting jobs ; replace jobs with career
- Small Businesses (16 stars)
- Black Wealth (15 stars)
- Local Hiring (14 stars)
- Schools and Childcare(13 stars)
- Workforce Training (12 stars)
- Essential Services (12 stars)
- Seniors (10 stars)
- Innovation (9 stars)
- Black Culture (7 stars)
- Wealth Building (6 stars)
- Entrepreneurship (6 stars)

Additional suggestions: “Prevent displacement of black residents”

Working Group C / Opportunity Statements Ranked by Popularity

- Deep Affordability (41 stars)
- Housing Insecurity (29 stars)
- Value Capture: “Value should be recaptured from new private developments to support neighborhood amenities (26 stars)
 - › Amended by participant to read “..amenities and infrastructure.”
- Parking (22 stars)
- New Housing (21 stars)
- Public Sites (19 stars)
- Mixed Use (18 stars)
- Unit Mix (17 stars)
- Homeownership (13 stars)
- Diversity (9 stars)
- Active Uses (10 stars)

Working Group C: Land Use, Density, and Housing

Tenants' Rights:

There was clear interest in including tenant protection and tenants' rights into the final plan recommendations. Some participants noted that community priority 4A needs to have more active provisions to prevent displacement and tenant harassment (i.e., through legal assistance and eviction prevention, right to counsel, right of return, etc.). There was also interest from one participant in adding a local "Good Cause" provision in the event that the State does not pass a similar bill.

Direct comments left on Post-It notes:

- "4A; tenants do not need 'classes and workshops' to prevent displacement! They need HELP in the form of legal assistance and eviction protection"
- "Right to counsel"
- "Right of return for displaced tenants"
- "Targeted outreach to tenants at risk of displacement"
- "If state doesn't pass GOOD CAUSE bill, we need a local version here"
- "These tenant protections are vague and shift the burden of preservation of existing housing onto tenants"
- "Tenant protections and upzoning"

Affordability and Density:

Affordability was the other main concern. There was more of a consensus around building denser, affordable housing in the area. Part of the concern around density and affordability was a fear of being displaced from the neighborhood ("building the most housing will keep the most people in their neighborhood & communities"). There was an idea that more density "[equals] middle income homes". There was also a call from one participant to implement "minimal use restrictions" in order to "put housing everywhere". In short, the message from the public was - and has been - affordable housing by any means necessary.

Direct comments left on Post-It notes:

- "Maximize the number of affordable housing by subsidizing with market rate"
- "Build 100% affordable"
- "1A, 1B, 1C: Upzoning should depend on affordability; 100% deeply affordable"
- "Low income housing affordable units 20% AMI - 60% AMI to housed families who live in shelters"
- "City owned site near open space for affordable housing (Underhill Avenue)"
- "More density everywhere, not just further from the historical, richer areas"
- "No manufacturing mandates, more areas that allow dense homes"

Accessibility

There were a few comments on housing and accessibility. The main concern was making sure that there would be accessible housing for people with disabilities. There was also interest in making the new developments publicly accessible. There was one suggestion to require private housing developers to offer significant public goods.

Direct comments left on Post-It notes:

- "Accessible housing for people with disabilities"
- "Private owners should offer significant public goods" (Atlantic Avenue)

Atlantic Avenue Mixed-Use Plan Working Group A Round Two

What We've Heard

Overview

This document has been compiled for AAMUP as a summary of what we heard at Working Group A round two regarding Streetscape, Physical Infrastructure, and Open Space.

Meeting Details

- Date:** Wednesday, April 26, 2023
- Time:** 6:30pm - 9pm
- Location:** P.S. 9 Sarah Smith Garnet School
80 Underhill Avenue, Brooklyn, NY 11238
- Attendance:** 41 signed in attendees (likely an undercount)



Working Group A Round 2 engagement session

Opportunity Statements

Participants were asked to review the guiding Opportunity Statements derived from the first round of AAMUP meetings, and note which they agreed with, which they disagreed with, and were encouraged to contribute additional ideas or suggested edits.

Street Activity - 6 yes / 1 no

Walking - 8 yes / 1 no

Crossings - 7 yes / 1 no

Environment - 4 yes / 1 no

Recreation - 3 yes / 1 no

Bicycling - 5 yes / 1 no

Beautification - 7 yes / 1 no

Black culture* - 2 yes / 2 no

Cleanliness - 2 yes / 3 no

Deliveries - 2 yes / 3 no

Health - 3 yes / 1 no

Suggestion:
Wider sidewalks on Atlantic Avenue

Suggestion:
Public restrooms

Additional Opportunity statement suggestion:
Traffic calming - 2 yes



Working Group A Round 2 engagement session

Summary

Atlantic Avenue is generally considered dangerous and there was disagreement about whether or not to implement bike lanes. There was a lot of discussion that Bergen and Dean streets should be the main bike thoroughfares in the Project Area. A few participants suggested that traffic should be diverted off of Bergen and Dean streets, which should be bike-only boulevards.

There were multiple participants who were greatly concerned about pedestrian deaths, and a few participants echoed the sentiment in the map diagrams and opportunity statement notes.

There was concern about the general lack of open space in the Project Area, and participants sought opportunities to improve existing open spaces, like Lowry Triangle/Underhill plaza, and nearby Dean Playground. There were also hopes to improve Open Streets programs through more support and funding for existing Open Streets on Vanderbilt and Underhill avenues, as well as potential new Open Streets on Bergen Street, Dean Street, and at Bedford Place.

There were also calls to ensure that sustainability and green infrastructure are integrated into any future streetscape and open space designs, including elements like street trees and bioswales. There was discussion about the issue of noise and air pollution resulting from traffic along Atlantic Avenue.

Other discussion themes:

- Focusing on a long term vision is important, but how to explore short term/quicker solutions as well
- Pedestrian / bike access; Pedestrian prioritization throughout the Project Area where feasible
- Traffic calming measures
- Finding areas to implement new open spaces, including open streets
- Noise pollution
- Daylighting (parking on the sidewalks) / curb extensions
- Businesses and delivery services blocking sidewalks
- Truck thruway enforcement (trucks turning down roads not designated for truck use)
- While there was not a lot of discussion about specific green infrastructure and environmental interventions, multiple

participants noted that it should be uniformly incorporated throughout street designs

- How to widen sidewalks
 - › Setbacks on private property vs shrinking/removing car lanes in the right of way

Suggested locations for park/open space:

- Bedford Place
- Lowry Triangle and Underhill Plaza
- Expansion of Open Streets program
- Finding opportunities for plazas and public spaces
 - › Explore the reduction of slip lanes

Suggested improvements to Atlantic Avenue included:

- Designated bus lanes with raised islands for quick boarding
- Removing sidewalk obstructions
- Deprioritizing motorists on Atlantic Avenue
- Bike parking
- Curb build-outs at corners to shorten crossing distances

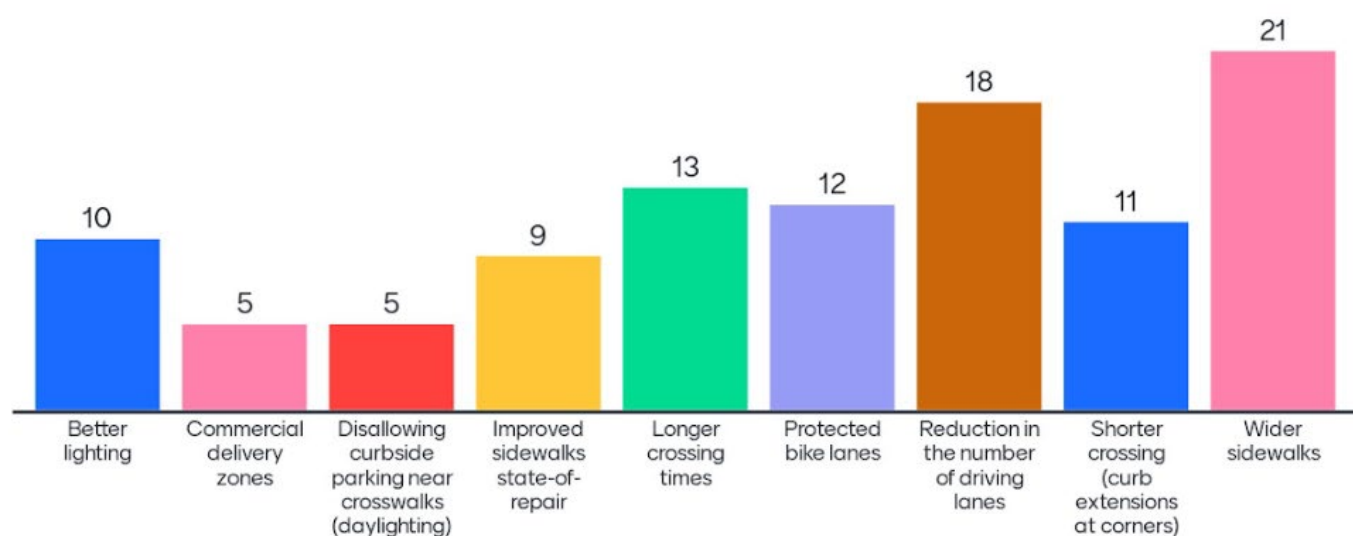
Suggested improvements to east / west streets south of Atlantic Avenue:

- Bike lanes on Bergen and Dean streets must be protected
- Reduce the amount of trucks
- Traffic calming measures
- Landscaping and trees
- Opportunities for plazas and open spaces

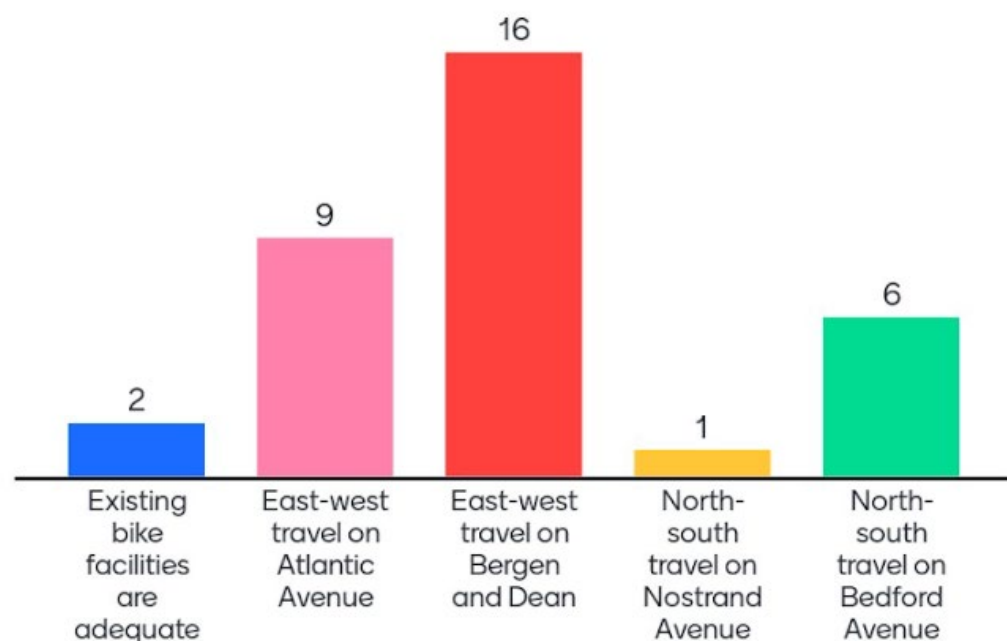
Polling Summary

At the meeting, attendees participated in a live-survey while the results populated on the presentation screen.

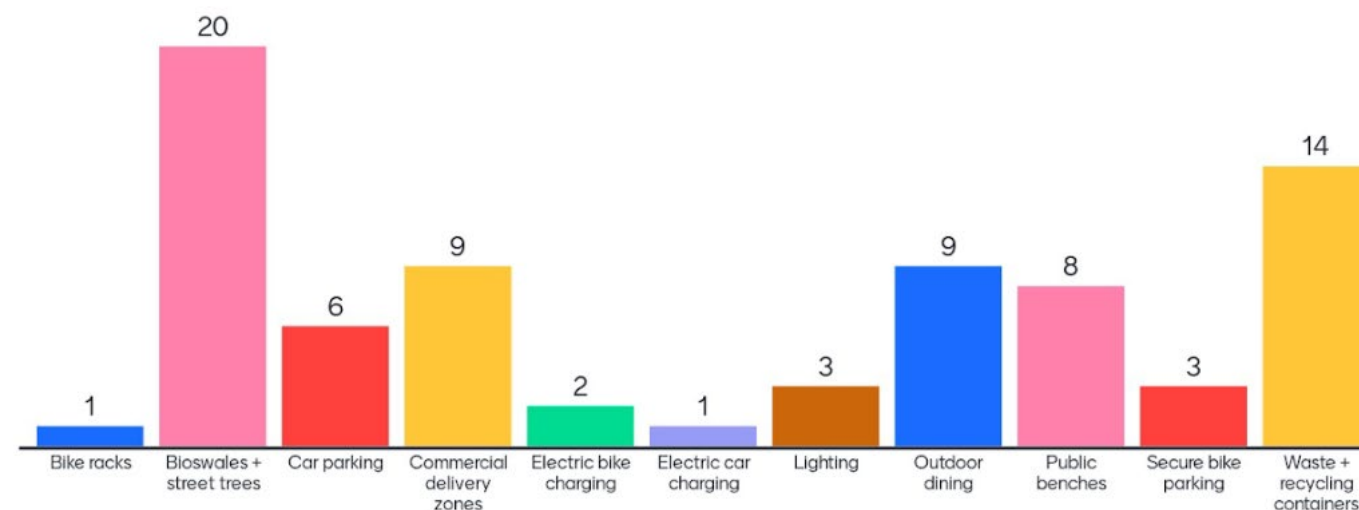
What street safety improvements would you most like to see on Atlantic Avenue?



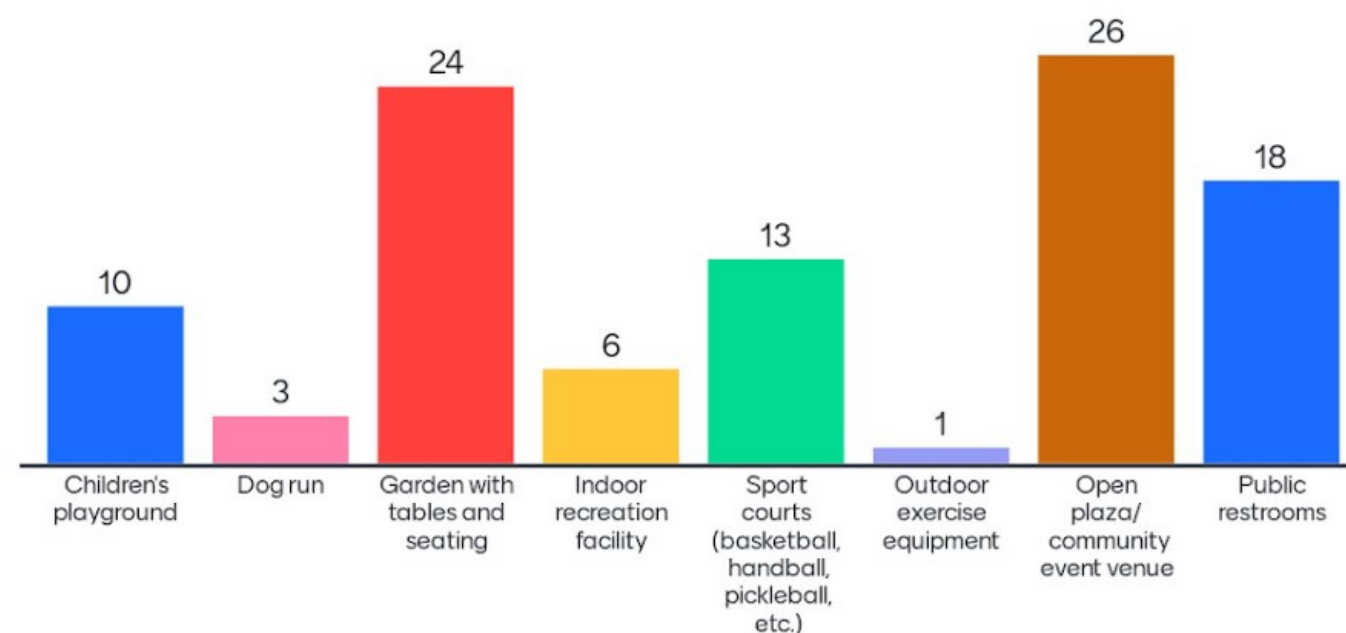
Please select the top two corridors that you would prioritize for improvements to bike travel.



What types of uses would you like to see at the curbside?



What type of recreation space or amenities would you like to see in this area?



Atlantic Avenue Mixed-Use Plan Working Group B Round Two

What We've Heard

Overview

This document has been compiled for AAMUP as a summary of what we heard at Working Group B round two regarding Economic Development, Human Capital, and Services.

Meeting Details

- Date:** Wednesday, April 26, 2023
- Time:** 6:30pm - 9pm
- Location:** P.S. 9 Sarah Smith Garnet School
80 Underhill Avenue, Brooklyn, NY 11238
- Attendance:** 15 signed in attendees (likely an undercount)

Opportunity Statements

Participants were asked to review the guiding Opportunity Statements derived from the first round of AAMUP meetings, and note which they agreed with, which they disagreed with, and were encouraged to contribute additional ideas or suggested edits.

- Quality Jobs / 4 stickers
- Innovation / 3 stickers
- Black Wealth / 2 stickers
- Vulnerable Populations / 2 stickers

- Local Hiring / 2 stickers
- Essential Services / 2 stickers
- Workforce Training / 2 stickers
- Entrepreneurship / 1 sticker
- Small Business / 1 sticker
- Black Culture / 0 stickers
- Seniors / 0 stickers
- Schools and Childcare / 0 stickers
- Wealth Building / 0 stickers

Results of the Facilitated Discussion

Generally, people were more concerned about how to preserve existing businesses and minimize displacement. There was an interesting idea to create a local hiring requirement for the area similar to NYCHA's Section 3 jobs program. There was also a suggestion to activate the organizations that help with workforce training by surveying existing community jobs needs.

Additional Ideas Shared

- The need for affordable grocery stores
- Relocation assistance for businesses that will inevitably be displaced
- Small Market / Live Retail: developing areas where small businesses and local entrepreneurs can set up shop, suggested for space under the LIRR east of Nostrand Avenue
- Cultural program at the Bedford Armory
 - › Child-focused youth community center
 - › Performance venue
 - › Local historical museum
 - › Green roof
 - › Small business incubator space

- Questions on how to best support MWBE businesses
- How might we set a particular focus on developing the local green economy
- Sunset Park as precedent
 - › Industrial tenants
 - › Low-interest loans
 - › Supportive systems
 - › Financial literacy training
 - › Live / work spaces



Working Group B Round 2 engagement session

Atlantic Avenue Mixed-Use Plan Working Group C Round Two

What We've Heard

Overview

This document has been compiled for AAMUP as a summary of what we heard at Working Group C round two regarding Land Use, Density, and Housing.

Meeting Details

- Date:** Wednesday, April 26, 2023
- Time:** 6:30pm - 9pm
- Location:** P.S. 9 Sarah Smith Garnet School
80 Underhill Avenue, Brooklyn, NY 11238
- Attendance:** 37 signed in attendees (likely an undercount)

Opportunity Statements

Participants were asked to review the guiding Opportunity Statements derived from the first round of AAMUP meetings, and note which they agreed with, which they disagreed with, and were encouraged to contribute additional ideas or suggested edits.

Aggregated list of Opportunity Statements at each table:

1. Deep Affordability: 27 yes / 1 no

- › Strong desire for deep affordability, increased residential density, strict affordability criteria, community preference, and targeting seniors and supportive housing.

2. Housing Insecurity: 17 yes / 0 no

- › Focus on residents experiencing homelessness and ensuring existing residents are not displaced.

3. Public Sites: 19 yes / 0 no

- › Support for supportive housing, more open space, improved and adapted Atlantic-Bedford Armory, and mental health and supportive services at public sites.

4. Mixed Use: 25 yes / 1 no

- › Preference for mixed-use zoning with job access for those without college education and ensuring a mix of different uses, especially grocery stores and other amenities.

5. New Housing: 21 yes / 1 no

- › Desire for housing spread out across the Project Area, not concentrated along Atlantic Avenue, with a concern that new development should be affordable and historic districts should also share the burden.

6. Diversity: 15 yes / 0 no

- › Desire to ensure that measures are in place to prevent the displacement of current residents and to ensure amenities and housing that is established in rezoned areas are affordable and accessible to new and existing low income residents.

7. Unit Mix: 20 yes / 1 no

- › Support for more 2 and 3 bedroom apartments, mix of units at different income bands, and questions about the extent to which the city can mandate 3 bedroom apartments.

8. Active Uses: 16 yes / 1 no

- › Support for active uses on avenues and side streets, local services, grocery, retail, daycare, library, and medical facilities.

9. Homeownership: 16 yes / 3 no

- › Acknowledge homeowners as more secure than renters, emphasize low-income Black renters' pressure, and concerns about the vagueness of 'financial opportunities.'

10. Value Capture: 15 yes / 7 no

- › Calls for significant changes to property tax rules, critical of 421a, deeper review of who benefits from land value increases, include infrastructure, clarify value capture in relation to affordable housing, and concerns about taking away from affordable housing.

11. Parking: 22 yes / 0 no

- › Support for looser mandatory parking minimums, parking maximums, and less parking to create more space for homes.

Additional Comments and Context:

- Ensuring a guaranteed Right to Counsel for tenants living in the current Project Area
- All buildings should be made eligible for a Certificate of No Harassment (CONH)
- Funding earmarked for tenant organizing and support for tenants in housing courts
- Community Opportunity to Purchase (COPA) funding to assist existing tenants to purchase the buildings they are living in
- Funding for HPD's 7A Program and Alternative Enforcement Program (AEP) and other programs designed to fund repairs and address dangerous conditions facing tenants
- Accessibility options for those aging in place and support for older adults living in or seeking to relocate to the Project Area

Results of the Facilitated Discussion

Summary

In this round of Working Groups, tenants' rights were brought up as part of the discussion on housing in the area. It had come to the attention of the project team during the second Community Planning Workshop that there were concerns around tenant harassment. During Working Group C, some participants mentioned that it would be beneficial to ensure that anti-tenant harassment policies are a part of the AAMUP – as was done in the East New York plan.

Some of the discussion coincided with a dialogue that had taken place in Working Group B around the types of industries that would be implemented. There were also questions about other viable uses for the underutilized space in the Bedford-Atlantic Armory (on Bedford Avenue and Pacific Street) that would complement its current function as a men's shelter.

The facilitated engagement exercise asked participants to apply strips of different colored construction paper to conceptualize where they would locate different land use sub-areas and what kind of density they felt would be appropriate for each. Red paper was used to show residential with commercial, orange paper for special mixed-use zones that allow residential, commercial, or manufacturing, and purple to show manufacturing zones that are non-residential. Blue dot stickers were used to indicate higher density, and yellow dot stickers were used to indicate medium to lower density.

By Street Type

Attendees generally preferred greater density and heights along Atlantic Ave and north-south corridors, with lower density and heights along interior mid-blocks. Additionally, participants indicated a general preference for residential and mixed-used designations everywhere in the Project Area and did not prefer areas dedicated as M zones that prevented residential development. While our team observed a solid consensus around the need for a significant increase in units across the Project Area, participants diverged on the type and nature of the housing that would be made available.

For example, one participant wrote that they would like to see housing "spread out throughout the [study] area and not concentrated along noisy Atlantic Ave." Others supported a dramatic increase in market

rate housing, arguing that more housing of all types would result in a positive impact on housing affordability everywhere - opponents of this approach stated their willingness to support large increases in housing density only on the condition that new units were affordable for lower income residents.

Heights/Zoning Districts

Summary of Key Map Trends:

Common views expressed across maps at different tables include preferences for mixed-use residential and commercial areas throughout the Project Area, higher density (R8-R9) along Atlantic Avenue, and lower density (R6-R7) south of Atlantic Avenue toward Bergen Street. Participants also indicated a general desire for more affordable housing, green spaces, and amenities such as supermarkets and outdoor dining along Atlantic Avenue along with street improvements to make the area more friendly for pedestrians. There was also a consensus on changing the purple manufacturing areas to mixed-use orange zones and including limited manufacturing districts interspersed throughout the Project Area. Respondents emphasized the importance of deeply affordable housing, tree cover, and more green and open spaces to improve the overall living experience within the area.

Detailed Summary of Map Responses:

- FAR of 12.0 along Atlantic Avenue and R7X (6.0 FAR), R6A (4.6 FAR) south of Atlantic Avenue, with no restrictions on housing anywhere.
- FAR of 7.2 along Atlantic Avenue, MX zones directly south of Atlantic Avenue and FAR of 3.6 along Bergen Street; a commercial zone between Pacific and Dean streets.
- Higher density C districts along Atlantic Avenue and south of Atlantic Avenue toward Bergen Street; mixed-use zone preference east of Classon Avenue along Pacific Street.
- High-density commercial along Atlantic Avenue between Vanderbilt and Underhill Avenues; lower density mixed residential between Underhill and Nostrand avenues; lower medium density along Nostrand Avenue moving south from Atlantic Avenue; lower medium mixed residential-commercial uses along Bergen Street; higher density commercial (maintaining a gas station) along Atlantic Avenue between Nostrand Avenue and Classon Avenue; mixed residential and commercial areas north between Classon Avenue and past Franklin Avenues, with a short industrial area

(lower density) west of Franklin Avenue.

- Supermarkets, small businesses, affordable ground floor commercial spaces, and health food stores along Atlantic Avenue; departing from the original framework to change purple areas to mixed-use orange areas; agreement with the framework designating orange mixed-use areas south of Atlantic Avenue toward Bergen Street.
- Agreement with higher density commercial uses along Atlantic Avenue and stated desire to see purple areas (M districts) turned to orange (mixed-use).
- Desire to see 3-5 floor mixed-use areas along Atlantic Avenue between Vanderbilt and Nostrand avenues and south of Atlantic Avenue toward Bergen Street; high densities (between 14-17 stories) along Nostrand Avenue between Nostrand and Bedford avenues; lower 3-5 story density (mixed-use) preferred on the eastern portion of the Project Area; no purple areas preferred.
- Higher density commercial along Atlantic Avenue; lower density mixed between Atlantic Avenue and Bergen Street, with mixed and commercial districts toward the east Nostrand Avenue; some manufacturing districts desired along Bergen Street and directly north of Atlantic Avenue.
- Making the entire Project Area mixed-use residential/commercial with R9A along Atlantic Avenue and R8A and R7A south of Atlantic Avenue toward Bergen Street. R10 zoning preferred along Atlantic Avenue, with R8 and higher commercial zones south of Atlantic Avenue, and R9 along the streets south of Atlantic Avenue; strong preference for grocery stores and outdoor dining along Atlantic Avenue.
- Preference for high-density commercial and mixed areas along Atlantic Avenue, with R8A zones south of Atlantic Avenue and some smaller manufacturing uses north of Atlantic Avenue east of Bedford Avenue.
- Strong preference for mixed-uses and higher density residential and commercial areas across the Project Area and extending beyond the Project Area to the south along the north-south streets.
- Preference for higher density mixed areas along Atlantic Avenue (R8A) with some R7D along Grand Avenue and some manufacturing areas west of Franklin Avenue and east of Bedford Avenue.
- Preference for mixed residential and commercial areas across the Project Area, with some limited manufacturing districts interspersed; strong preferences stated about the need for

deeply affordable housing; and shade with tree cover along Atlantic Avenue, as it is currently an unpleasant place to walk; need for many more green and open spaces throughout.

- Strong preference for high-density commercial along Atlantic Avenue and past Bedford Avenue with mixed-use zoning south of Atlantic Avenue and manufacturing along Bergen Street.
- Acute need for more low-income housing and affordable recreation and quality parks throughout the Project Area; preference for dramatic density increases only on the condition that units are affordable to new and existing residents.

Atlantic Avenue

- Mixed-use
- Commercial uses needed
- Light industrial
- More density

East - West Streets

- Less density than Atlantic Avenue
- Mixed-use; more people-oriented businesses (restaurants, shops, grocery stores, etc.)
- Good for community gardens / open space

North-South Avenues

- Preserving industrial character of Franklin Avenue
- Privately owned vacant lot noted near the intersection of Franklin Avenue and Pacific Street

For both the north-south avenues and the east-west streets a few participants registered a desire to maintain the historic character and feel of the residential areas. Generally speaking, Atlantic Avenue seemed to be the place to put high density residential buildings and to gradually decrease in density as you radiate out from Atlantic Avenue.



Participants created and displayed a series of maps indicating their density, land use and housing priorities

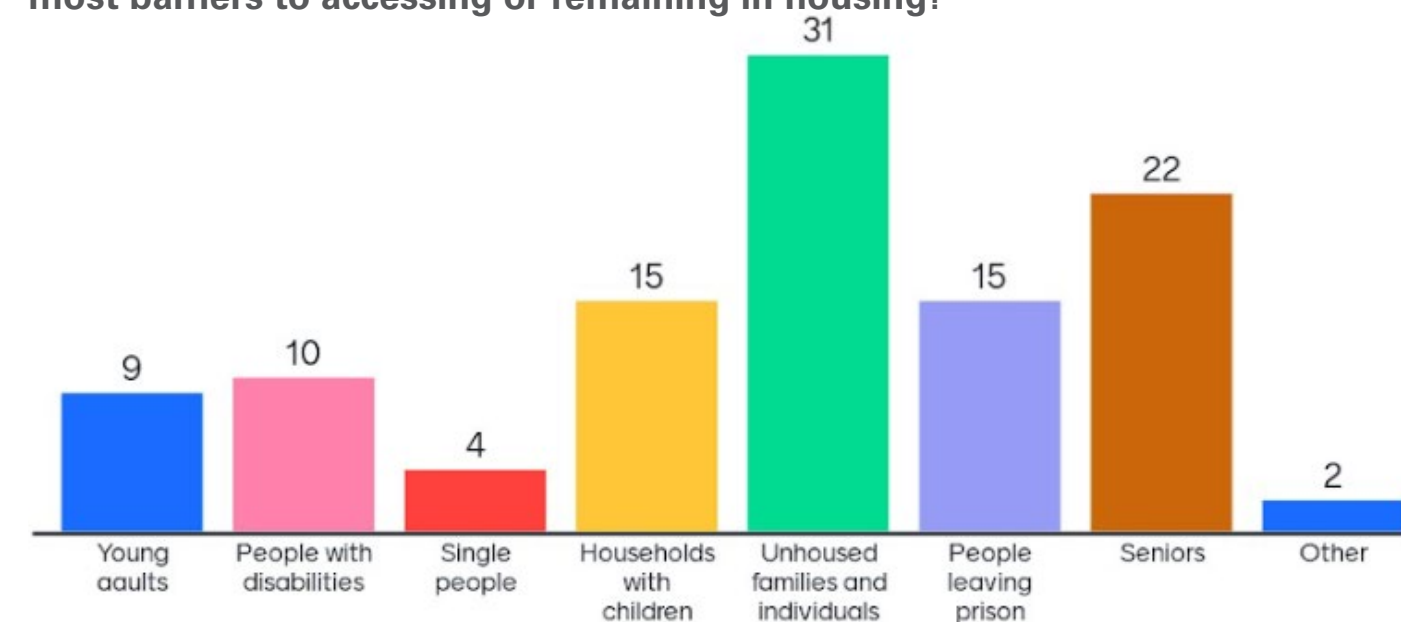


A good example of the work produced during the community engagement exercise

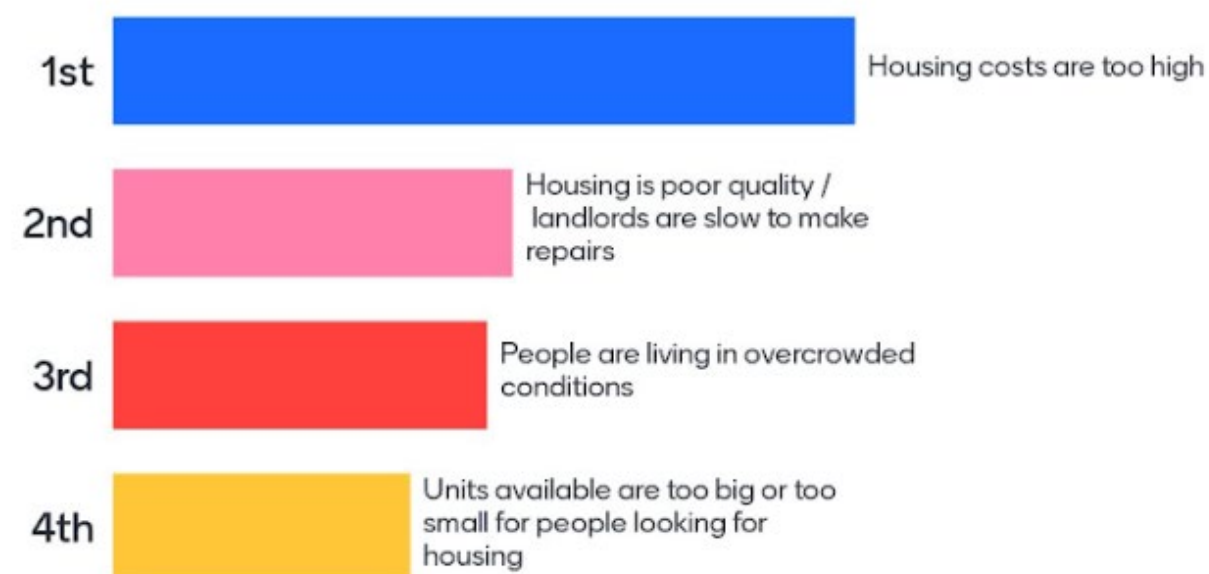
Survey Summary

At the meeting, attendees participated in a live survey while the results populated on the presentation screen.

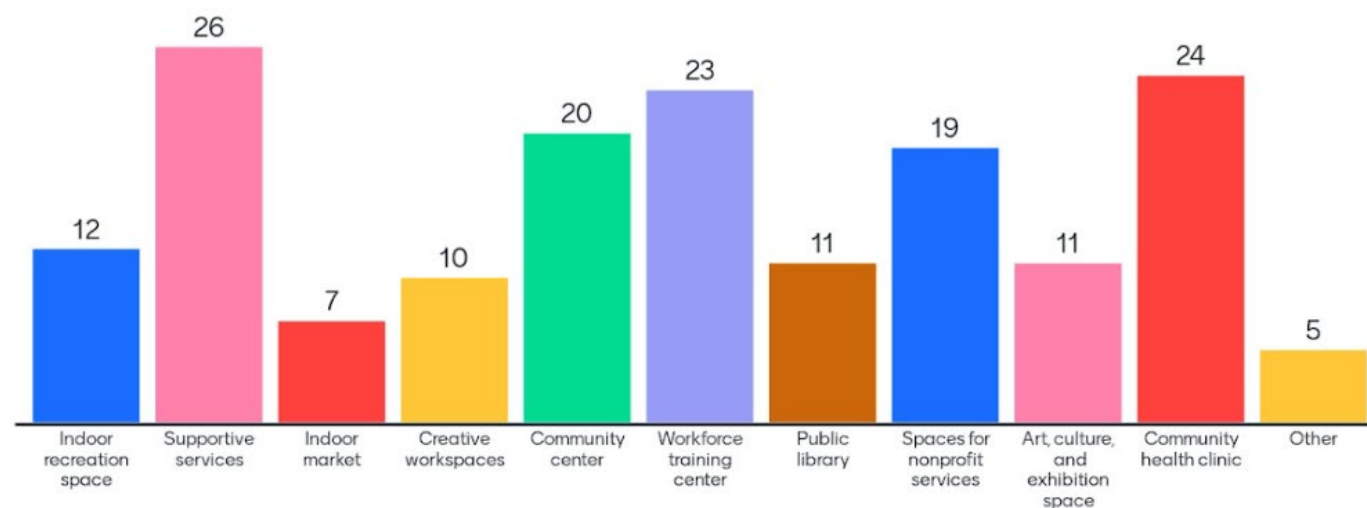
Are there types of households and people that face the most barriers to accessing or remaining in housing?



Rank the following issues in the order you think best reflects conditions in your neighborhood, from 1 (most important) to 4 (least important).



Which of the following ideas for the Armory building at Bedford and Atlantic do you believe would work well alongside its function as a man’s shelter?



To what extent should the plan prioritize industrial and manufacturing uses as opposed to other commercial uses?

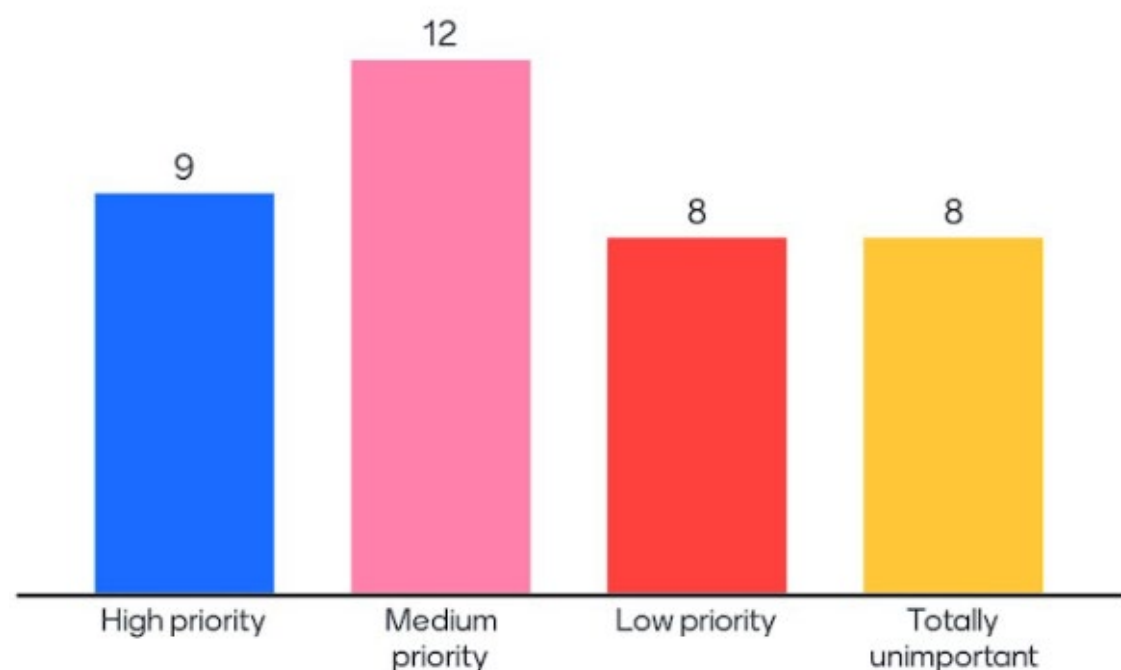


Table 1:

Opportunity Statements

- Deep Affordability: 4 yes/ 0 no
- Housing Insecurity: 4 yes/ 0 no – Participants highlighted for those “experiencing or formerly homeless”
- Public Sites: 3 yes/ 0 no – Participants indicated a desire to see supportive housing at public sites
- Mixed Use: 3 yes/ 0 no
- New Housing: 2 yes/ 3 no - A participant indicated a desire to see housing spread out across the Project Area, not concentrated along Atlantic Avenue. Participants also wanted to know what “significant density” means
- Diversity: 5 yes/ 0 no
- Unit Mix: 3 yes/ 0 no – Comments in support of more 2 and 3 bedroom apartments and a strong preference for a mix of units at different income bands
- Active Uses: 3 yes/ 0 no – Comments in support of active uses, not just on the avenues, but also on side streets
- Homeownership: 3 yes/ 0 no
- Value Capture: 3 yes/ 1 no – Comments calling for significant changes to property tax rules, critical of 421a and asking for a deeper review of who benefits from increases in land values
- Parking: 3 yes/ 0 no – Comments calling for looser mandatory parking minimums

Map Notes: Participants initially indicated a strong preference for mixed use throughout the entire Project Area; however, some added manufacturing zones between Franklin and Classon avenues along Atlantic Avenue after discussing how mixed use districts tend to favor housing and residential over manufacturing. These participants expressed desire to preserve existing manufacturing sites in the area. Another group stated they were not opposed to a housing bonus for properties that propose manufacturing uses. Participants generally agreed that a medium density (around 9-11 stories) would be appropriate throughout the Project Area, with higher density preferable around transit (Vanderbilt and Nostrand) and along Atlantic Avenue. One participant indicated that maximum density should be placed on city owned sites in order to maximize affordable housing.

On the topic of increased density, participants had concerns regarding infrastructural needs and suggested transit improvements such as extending the C train line and increasing its frequency, and adding an elevator at the Clinton-Washington station. Participants at this table all agreed that affordability levels need to be lowered, ideally while accounting for racial disparities in AMI levels. Another point of agreement was that mixed income housing is needed to prevent concentrations of poverty.

Table 2:

Opportunity Statements:

- Deep Affordability: 2 yes/ 0 no
- Housing Insecurity: 0 yes/ 0 no
- Public Sites: 1 yes/ 0 no – Participants indicated a desire to see supportive housing at public sites
- Mixed Use: 3 yes/ 0 no
- New Housing: 3 yes/ 0 no - A participant indicated a desire to see housing spread out across the Project Area, not concentrated along Atlantic Avenue
- Diversity: 0 yes/ 0 no
- Unit Mix: 0 yes/ 1 no – Questions about whether and to what extent the city can mandate 3 bedroom apartments
- Active Uses: 0 yes/ 0 no – Comments in support of active uses, not just on the avenues, but also on side streets
- Homeownership: 0 yes/ 1 no
- Value Capture: 0 yes/ 4 no – Comments indicating that “value capture” needed to be more clearly defined and demystified
- Parking: 2 yes/ 0 no

Table 3:

Opportunity Statements

- Deep Affordability: 4 yes/ 0 no – Participants indicated a strong desire to see significant increases to residential density throughout the Project Area, provided that a strict affordability

criteria is met; Participants emphasized a desire to revisit and improve existing rules around AMI calculations, MIH and housing affordability

- Housing Insecurity: 2 yes/ 0 no – Participants indicated a strong desire to ensure existing residents would not be displaced
- Public Sites: 2 yes /0 no – Participants stated preferences for more public open space over retail, indicating a concern that amusements and commercial spaces would not be affordable for new and existing residents
- Mixed Use: 1 yes / 0 no
- New Housing: 1 yes/ 0 no – No significant opposition to new development apart from a concern that new development may not be affordable
- Diversity: 2 yes / 0 no
- Unit Mix: 2 yes / 0 no
- Active Uses: 1 yes / 0 no
- Homeownership: 1 yes / 0 no
- Value Capture: 0 yes / 0 no
- Parking: 1 yes / 0 no

Map Notes: Participants indicated a strong desire for improved public transportation along Atlantic Avenue in addition to wider pedestrian roads and higher density. Some participants stated a preference for commercial spaces along Atlantic Avenue, mixed-use development directly to the south of Atlantic Avenue and manufacturing along Bergen Street within the Project Area. Other participants indicated a strong preference for grocery stores within the Project Area, as well as opportunities for free or low cost activities for young adults and teens, including quality public parks and playgrounds. A willingness to accept significant increases to residential density was connected to a desire among participants to ensure that new construction was 100% income restricted.

Table 4:

Opportunity Statements

- Deep Affordability: 3 yes / 1 no – want to keep people in their communities, but don’t want to have deep affordability at the expense of other affordable options and new development

- Housing Insecurity: 1 yes / 0 no
- Public Sites: 1 yes / 0 no – add role of nonprofits and community amenities
- Mixed Use: 3 yes / 0 no – add note on job access to those without college education
- New Housing: 1 yes / 0 no – historic districts should also share the burden
- Diversity: 1 yes / 0 no
- Unit Mix: 2 yes / 0 no
- Active Uses: 1 yes / 0 no
- Homeownership: 1 yes / 0 no - ‘financial opportunities’ too vague; need to acknowledge that homeowners are more secure than renters and low-income Black renters have felt the most pressure
- Value Capture: 2 yes / 1 no – include infrastructure; don’t want to support value capture if it means taking away from affordable housing
- Parking: 3 yes / 0 no – less parking means more space for homes

Map Notes: A couple of local residents supported higher density and growth in AAMUP, but want to ensure infrastructure can support a mix of different uses, including grocery stores and other amenities that local residents can benefit from. One resident who lives across from 1010 Pacific Street expressed support of the plan, and mentioned that he is comfortable living next to industrial uses. Additionally, an Open NY representative viewed the entire study area as the byproduct of transit-oriented development, and expressed the desire to decrease cars along Vanderbilt Avenue and closer to Prospect Park. The same individual expressed the importance of prioritizing housing with manufacturing solely in certain areas without the expense of new development.

Table 5:

Opportunity Statements

- Deep Affordability: 2 yes / 0 no
- Housing Insecurity:
- Public Sites: 1 yes / 0 no

- Mixed Use: 2 yes / 0 no
- New Housing: 3 yes / 0 no
- Diversity:
- Unit Mix: 2 yes / 0 no
- Active Uses: 1 yes / 0 no
- Homeownership: 2 yes / 0 no
- Value Capture: include infrastructure too
- Parking: 2 yes / 0 no

Map Notes: Industry City serves as a precedent; do not want to see repeat of Atlantic Yards. Mixed-Uses should be prioritized along Atlantic Avenue and Bergen Street, with a way to support small businesses. 14 to 17-storey high commercial/residential buildings along Atlantic Avenue are supported while stepping down to 3 to 5 stories along the side streets and Herkimer Place with a mix of uses and residential. Opportunities for artists’ working spaces within the mixed-use areas are preferred.

Table 6:

Opportunity Statements

- Deep Affordability: 4 yes / 0 no – wanted to add community preference for new affordable housing, including for residents already displaced; focus affordable housing targeted for seniors and supportive housing (formerly homeless, disabled, etc)
- Housing Insecurity: 4 yes / 0 no – wanted to focus on residents experiencing homelessness from this area
- Public Sites: 3 yes / 0 no – more open space, improve and adapt armory
- Mixed Use: 3 yes / 1 no
- New Housing: 3 yes / 0 no
- Diversity: 2 yes / 0 no
- Unit Mix: 3 yes / 0 no
- Active Uses: 3 yes / 1 no
- Homeownership: 0 yes / 2 no

- Value Capture: 3 yes / 1 no – clarify that yes was for VC for affordable housing, not other uses
- Parking: 4 yes / 0 no – should add parking maximums

Map Notes: All participants agreed that the entire area should prioritize residential uses, do not think an M-only area is appropriate or necessary (one group identified Herkimer Place for M-only uses). Comments on why included: “most people in NYC commute” “conflicts” “would limit residential.” All support mixed-use zoning, but not at the expense of residential development. Participants expressed preference for highest density and building heights along Atlantic Avenue, higher densities on north-south corridors, and high densities on midblock lots. One group requested expansion of rezoning southward along corridors to encourage more housing. One group did want to see lower densities/heights on the north side of Herkimer Place to respond to rowhomes on Herkimer Street. Consensus that ground floor non-residential should be allowed, but widest variety of uses, focus on local services, grocery, retail, daycare, library, medical. If industrial uses were included, two groups suggested locating along Atlantic Avenue, not on side streets. One group suggested using “value capture” from high residential uses/values to cover costs of artists/light industrial spaces on ground floor.

Zoning Proposed

- Atlantic Avenue: Between R10, R9A, R8A - 20 stories, some R7D on Bed-Stuy side of Atlantic.
- Corridors: R9, R8A
- Midblocks: R8, R7A

Table 7:

Opportunity Statements

- Deep Affordability: 4 yes / 0 no
- Housing Insecurity: 4 yes / 0 no
- Public Sites: 4 yes / 0 no
- Mixed Use: 4 yes / 0 no
- New Housing: 4 yes / 0 no
- Diversity: 4 yes / 0 no
- Unit Mix: 4 yes / 0 no

- Active Uses: 4 yes / 0 no
- Homeownership: 4 yes / 0 no
- Value Capture: 4 yes / 0 no
- Parking: 4 yes / 0 no

Table 8:

Opportunity Statements

- Deep Affordability: 1 yes / 0 no
- Housing Insecurity: 1 yes / 0 no
- Public Sites: 1 yes / 0 no – Desire to see mental health and supportive services.
- Mixed Use: 1 yes / 0 no
- New Housing: 0 yes / 1 no - Participant noted that new housing should match the density of recently approved projects and to cluster density where it has already been approved. Lower density on Pacific Street. Limited density near existing rent stabilized homes.
- Diversity: 1 yes / 0 no
- Unit Mix: 1 yes / 0 no
- Active Uses: 1 yes / 0 no
- Homeownership: 1 yes / 0 no
- Value Capture: 0 yes / 1 no
- Parking: 1 yes / 0 no

Map Notes: Participant noted a strong desire for tenant protections including guaranteed right to counsel for the Project Area, all buildings to be eligible for Certificate of No Harassment, funding for tenant organizing and court support, COPA-funding to help tenants purchase buildings, and funding for 7A + AEP programs to ensure repairs are being done to maintain housing stock. Participant noted a desire to see cannabis uses/light manufacturing here. Participant wanted to see more mixed uses with local/mom and pop businesses and residential development. Participant noted that tenant groups want to see more affordable housing and are okay with added density if there is ample and deep affordable housing. Participant also noted a strong desire to see mental health services and supportive services in the area, preferably on public land like the Armory.

Atlantic Avenue Mixed-Use Plan Community Planning Workshop Three

What We've Heard

Overview

This document has been compiled for AAMUP as a summary of what we heard at Community Planning Workshop Three.

Meeting Details

- Date:** Monday, May 8, 2023
- Time:** 6-8:30 pm
- Location:** Basement of the Co-Cathedral of St. Joseph
856 Pacific Street, Brooklyn, NY, 11238
- Attendance:** 49 sign-ins

Process

The workshop followed an Open House format. The evening began with introductory remarks from WXY studio, Council Member Crystal Hudson (CMH) and Council Member Chi Ossé (CMO), and representatives from the Mayor's Office of Public Engagement. The purpose of the evening was to get community feedback on the first round of draft community priorities. Multiple sheets were presented to participants describing the draft community priorities to date. Within each Working Group area, one sheet contained a list of the initial round of priorities, and a second sheet asked participants to leave comments, and on a scale from 1-5 leave a mark demonstrating how they felt about a particular statement (1 being highest priority to 5 being lowest priority). The marks left by participants were then tallied by the project team. Comments were also recorded by the project team and used to modify, expand upon, and refine the community priorities.

The plan's three Working Group (WG) focus areas are:

- WG A: Streetscapes, Physical Infrastructure, and Open Space
- WG B: Economic Development, Human Capital, and Services
- WG C: Land Use, Density, and Housing

Each agency was responsible for educating participants on the background information and technicalities of each AAMUP working group focus area and the associated priorities. The organizations involved with each station were:

- DCP: Department of City Planning
- DOT: Department of Transportation
- DPR: Department of Parks and Recreation
- EDC: NYC Economic Development Corporation
- HPD: Department of Housing Preservation and Development
- SBS: Small Business Services

The workshop was facilitated by WXY.

Community Priority Votes

Workshop participants were asked to rate the level of importance they attribute to each community priority on a scale from 1 to 5 (1 being the highest, and 5 being the lowest). The results of those votes are shown below. Darker blues highlight a higher number of votes.

Community Priority	WG	Priority Level Votes (1 = highest, 5 = lowest)				
		1	2	3	4	5
1A / Redesign Atlantic Avenue	WG A	20	0	1	0	2
1B / Sidewalk Improvements	WG A	11	4	0	0	0
1C / Fix Priority Intersections	WG A	11	1	1	0	0
1D / Daylighting	WG A	16	0	0	0	0
1E / Crosswalks and Light Timing	WG A	15	2	0	0	0
1F / Transit and Freight Policy	WG A	12	5	0	0	0

1G / Improved Lighting	WG A	9	4	0	0	0
2A / Bike Boulevards on Bergen and Dean	WG A	16	0	0	0	0
2B / Protected Bike Lane on Bedford Avenue	WG A	17	2	1	1	0
2C / Open Streets on Bergen and Dean	WG A	11	2	1	2	3
3A / Unified Open Space	WG A	9	0	0	0	1
3B / A Peaceful Park	WG A	7	2	0	0	1
3C / Park Programming	WG A	5	2	0	0	1
3D / Support Local Artists	WG A	7	1	2	0	2
4A / C-Train Improvements	WG A	13	1	0	0	0
4B / Bus Redesign Coordination	WG A	6	4	0	0	1
5A / Containerize Waste	WG A	18	1	1	0	1
6A / No Parking Minimums	WG A	15	1	1	0	0
6B / Electrified Mobility	WG A	1	0	2	1	3
6C / Secure Bike Parking	WG A	6	4	0	0	0
6D / Loading Zones	WG A	6	2	1	0	0
7A / Climate Action District	WG A	10	2	0	0	0
7B / Green Curb Extensions	WG A	6	2	1	0	0
8A / John Hancock Playground Improvements	WG A	3	1	1	0	0
8B / New Park	WG A	9	0	0	0	0
8C / Dean Playground Improvements	WG A	5	2	1	0	0
8D / Shuttle Linear Park	WG A	6	1	1	1	2
1A / Workforce Development	WG B	10	1	0	0	1
1B / Contextualized Training	WG B	5	3	2	0	0
1C / Training for Stability	WG B	5	1	1	0	1
2A / Services at Bedford Armory	WG B	10	3	1	0	0
2B / Cultural and Nonprofit Spaces	WG B	9	1	2	0	1
3A / Register M/WBE Businesses	WG B	6	0	2	0	0
3B / M/WBE Support	WG B	7	0	1	0	0

4A / Green Business Incentive	WG B	4	0	1	1	1
4B / Green Startups	WG B	4	2	0	0	2
5A / School Capacity	WG B	8	0	0	0	1
5B / Early Childhood Education	WG B	8	0	0	0	1
1A / Active Atlantic Avenue	WG C	17	0	0	0	5
1B / Flexible Development	WG C	14	4	1	0	0
1C / Density Transition	WG C	0	1	5	5	3
2A / Manufacturing Mix	WG C	5	4	1	2	3
2B / Restrict Undesirable Use	WG C	2	5	6	3	1
3A / Inclusionary Housing	WG C	13	6	2	0	0
3B / Deeply Affordable Housing on Private Sites	WG C	23	3	2	0	2
3C / Deeply Affordable Housing on Public Sites	WG C	28	2	0	2	1
4A / Tenant Rights	WG C	26	1	0	2	0
4B / Homeowner Preservation	WG C	15	0	5	5	4
5A / Building Electrification	WG C	8	1	3	2	0
5B / EV Ready Parking	WG C	1	0	3	2	11
5C / Deep Efficiency	WG C	4	1	3	2	0
5D / Active Mobility	WG C	9	0	2	1	0
5E / Source Separation	WG C	5	1	3	2	0
5F / Clean Curbs	WG C	12	2	1	2	0

Additional Notes Specific to Priorities

WG A 6B / 1 question mark under 3

WG A 6C / suggestion: add cargo bikes into the language (2 marks)

WG A 6D / suggestion: contiguous tree canopy + tree required on private properties

WG A 7B / suggestion: bioswales

WG C 1C / 3 questions

Themes by Focus Area

Summary of Themes

Across the three working groups, the issue of housing affordability remained the primary focus although there was also significant interest in seeing significant improvement to local pedestrian safety infrastructure, significant traffic calming measures, expansion of bicycle facilities, and improvements to local parks and green spaces.

For Working Group B, there was general consensus in maintaining shelter services in the Bedford-Atlantic Armory. There was also interest in seeing workforce training programs expanded and improved as well as funding and services for Black-owned businesses. For Working Group C, the message from the public was to build as much affordable housing in the Project Area as possible. There were also comments and questions regarding how DCP, HPD, and other city agencies could implement active provisions to support tenants' rights (including anti-eviction measures) as opposed to classes and workshops.

Working Group A: Streetscapes, Physical Infrastructure, and Open Space:

Traffic Calming and Pedestrian Safety Measures

Participants were primarily interested in seeing the implementation of traffic calming measures and improvements to pedestrian and bike safety along Atlantic Avenue. There was also concern about the safety of vulnerable populations (children, the elderly, and the disabled) on Atlantic Avenue and the implementation of accessible curb ramps at all intersections within the Project Area. While there is overall consensus that safety on Atlantic Avenue needs to be improved there was disagreement on how to best address the issue without compromising ease of movement for motorists and public transit.

Direct comments left on Post-It notes:

- Automobiles
 - › “Light timing for cars way less important than peds crossing”
- Bicycle facilities
 - › “Bike lane intersection existing study”

- Crosswalks:
 - › “Vanderbilt and Atlantic: fix angle of crosswalks”
 - › “Better pedestrian connections between local schools and nearby / new parks; greenways in-between”
- Accessibility
 - › “Zoning for accessibility at Clinton / Washington”
 - › “Accessibility near corners”
- Bus
 - › “Dedicated bus lanes on Avenues”
 - › “Busway in median on Atlantic and Flatbush”
 - › “Center-located bus lanes, not curbside lanes”

Atlantic Avenue Road Diet

One of the priorities called for a reduction in the number of or width of travel lanes on Atlantic Avenue. There was disagreement as to whether this would be practical in the long term. There also was disagreement as to what the removed lane could be used for - either for pedestrian use (expanded sidewalks) or to install new bicycle facilities (lanes, storage, etc.).

Direct comments left on Post-It notes:

- “Wider sidewalks on Atlantic Avenue; carve them from the street”
- “Reduce traffic lanes on Atlantic”
- “Protected bike lane on Atlantic”
- “Bike racks”
- “Reallocate curb space to reduce private space for storage*”

[*comment seconded by another participant]

Public Transit

Some participants offered the idea of having a center-located bus lane on Atlantic Avenue in anticipation of increased congestion. One person suggested making Classon Avenue a one-way street with a protected bus lane. As part of a suggestion to locate an Open Street on Dean Street, one participant also suggested shifting the B65 route to Atlantic Avenue.

Open Streets

While there was interest in expanding the Open Streets programs on the east-west side streets, there was disagreement about how practical such a measure would be in the long term considering the current motions to redesign and redevelop Atlantic Avenue. One participant mentioned that the traffic patterns on Washington Avenue are already overwhelmed by the development of Open Streets on Underhill and Vanderbilt Avenues, and advocated against the creation of new ones. On the other hand, there was a call from one participant to re-route the bus on Dean Street, and to turn that street into a permanent Open Street.

Direct comments left on Post-It notes:

- “Traffic on Washington Avenue is already overwhelmed with ‘open streets’ of Underhill Avenue and Vanderbilt Avenue”
- “Two lanes of parking on Classon should be one way with a protected bus lane”
- “Dean bus to Atlantic;’ turn Dean into an Open Street”

Parking

We have heard a wide range of opinions on-street parking, with some participants advocating for its wholesale removal, some advocating for a reduction in free on-street parking in favor of paid parking spots or residential parking permits, and others highlighting an existing shortage of on-street parking and the difficulty they encounter parking in the area today. There was support for eliminating parking minimums for new development, and the possibility of instituting a parking maximum instead. Apart from automobile parking, there was interest in seeing dedicated space for “deliveristas” and cargo bikes to park and charge their bikes. This latter point was raised in the comments section and had been previously mentioned in round 2 (working groups).

Direct comments left on Post-It notes:

- “Less parking”
- “Parking maximums”
- “Dedicated delivery parking + coordination with restaurants”

Parks and Open Space

Interest in parks and open space constituted a majority of the comments after concerns about traffic safety. There were a few calls to increase the amount of open space in the area, make existing Open Streets safer, and to provide space for pets. There was interest in converting some of the city-owned and vacant lots in the area to create a series of parks - perhaps through developer incentives. However, this latter point may conflict with using the same lots for housing. A few participants registered interest in the S-line linear park. There was also one comment interested in seeing improvements to Dean Playground.

Direct comments left on Post-It notes:

- “Use city owned or tap deserted (?) property to create a park; use fees from developers to finance them”
- “Open Space EFUL park”
- “Have a plan to make all streets in the area of open streets safer. Now they make nearby streets less safe.”
- “Dog parks at Lowry / Vanderbilt”
- “Improve children’s play area for young kids. Maximize potential for young kids./ “Maximize the amount of square feet from HPD site to square off park.”

Green Infrastructure

According to the comments left by participants, the introduction of green/environmental infrastructure is not the top priority. Bioswales were mentioned once as an amendment to community priority 7B.

Working Group B: Economic Development, Human Capital, and Services

Armory

There was strong agreement for supporting the current residents of the Bedford-Atlantic men's shelter including the integration of work training programs into the shelter programming. There were comments regarding the possibility of potentially using the unoccupied space in the Armory to expand shelter services. There were some additional comments under this topic about expanding supportive housing in the area, however these comments perhaps fall under the scope of Working Group C than B.

Direct comments left on Post-It notes:

- "Could we expand the shelter service at the Armory"
- "Locations for supportive housing, bridge or long-term"
- "Work programs for current residents at Armory"

Affordable housing concerns

There were a few comments on the community priorities emphasizing the need for housing and not jobs. Some participants felt as if the money allocated for job development should be conserved and allocated towards the development of affordable housing. Similar comments have been heard in the previous round of working groups and during the second community planning workshop.

Direct comments left on Post-It notes:

- "City should throw money at housing, not startups or jobs development"
- "Redirect workforce subsidies to housing subsidies"
- "Housing need not jobs need in NYC"

M/WBE Businesses

That being said, a number of participants expressed interest in local hiring programs and business support services, especially for M/WBE businesses.

Direct comments left on Post-It notes:

- "Local hiring / people in the community"
- "Training for M/WBEs expand eligible businesses"
- "Help with administrative paperwork"

Spatial Opportunities for Small Businesses

There were also a number of comments expressing interest in commercial and cultural space opportunities. There was agreement that small commercial spaces were needed to promote small business development opportunities. There was also interest in seeing the development of cultural spaces - including, but not limited to: performance venues, galleries - and overall economic support for artists.

Direct comments left on Post-It notes:

- "Small commercial spaces"
- "Expand space to include studio space, light industrial, class C office"
- "Cultural spaces, venues, galleries, performance venues; economic support for artists"

Green Economy

One participant amended Community Priority 4A to read: "green and innovative business incentives" to potentially provide "green tax breaks" for homeowners. Otherwise there were no further recorded comments on the green economy.

Atlantic Avenue Mixed-Use Plan Working Group A Round Three

What We've Heard

Overview

This document has been compiled for AAMUP as a summary of what we heard at Working Group A round three regarding Streetscape, Physical Infrastructure, and Open Space.

Meeting Details

Date: Wednesday, May 22, 2023
Time: 6-8:30 pm
Location: Grace Agard Harewood Older Adult Center
 966 Fulton Street, Brooklyn, NY 11238
Attendance: 15 signed in attendees

Community Priorities

Participants were asked to vote on a series of draft community priorities derived from what we heard after round two of the engagement process in response to the plan's opportunity statements that set its goals.

Each participant was given six votes total, and had to choose their top priorities from the drafted priorities presented on the table plot. Each priority could only receive one vote per person. Priorities that received the most votes are those that had the most community support.

Darker blues highlight a higher number of votes.

Community Priority	Vote Count
1A / Road Diet	5
1B / Sidewalk Improvements	3
1C / Curbside Management	4
1D / Priority Intersections	2
1E / Daylighting	3
1F / Crosswalks & Light Timing	2
1G / Freight Solutions	3
1H / Lighting	1
1I / Under the EI	3
1J / Enforcement and Safety Education	1
2A / Bike Boulevards on Bergen and Dean Streets	7
2B / Protected Bike Lane on Bedford Avenue	3
3A / Unified Open Space	0
3B / A Peaceful Park	2
3C / Park Programming	2
3D / Support Local Artists	2
4A / Open Street at Bedford Place	0
4B / Dean Playground Improvements	1
4C / New Park	2
4D / Open Streets	7
4E / Vanderbilt Plaza	1
4F / Shuttle Linear Park	1
4G/ Dog Run	2

5A / C-Train Improvements	4
5B / Bus Redesign Coordination	5
5C / Protected Bus Lanes	2
6A / Containerize Waste	3
6B / Regular Street Cleaning	1
7A / No Parking Minimums	3
7B / Electrified Mobility	0
7C / Secure Bike Parking	0
8A / Contiguous Tree Canopy	2
8B / Green Development	0
8C / Green Curb Extensions	0

Results of the Facilitated Discussion

Summary

There is general consensus in seeing safety improvements at all Atlantic Avenue intersections and on Atlantic Avenue itself. There also seems to be a general consensus in seeing the area become more pedestrian-oriented. There remains disagreement over the redesign of Atlantic Avenue in order to address safety concerns. The disagreement is specifically over the idea of reducing the Avenue to two operable car lanes. There was also disagreement over how to use the space left over by the third lane. A few voices in the room wanted to remove all cars and associated infrastructure from Atlantic Avenue. These proposals were countered by those who both commute through the area by car and by those who have mobility challenges and need them to attend appointments and other errands. DOT has also expressed the importance of maintaining Atlantic Avenue as a truck route throughout this process.

Green infrastructure took a backseat to a general desire to see more open space in the area. There was also interest and general consensus in seeing public transit infrastructure in the area improve, including bus and subway service. To this point, there was interest in seeing major improvements to the subway stations in the area, with a particular focus on improving accessibility for mobility impaired people.

Housing remains the top concern among residents in the area. In this

round of Working Groups, there was concern over the effect of high density residential developments on the streetscape and calls for setback requirements to make sure that development does not block sunlight onto the street or avenue.

Key Themes:

Atlantic Avenue

There was some disagreement regarding sidewalk widening on Atlantic Avenue. The majority of comments from participants wanted to see the addition of more pedestrian friendly measures implemented - including wider sidewalks and more mid-block crossings. One participant thought it could potentially be nice for the Bedford Avenue / Atlantic Avenue intersection to become a small Open Street - though it is doubtful that such an intervention would be feasible. However, some participants were concerned that the redesign of Atlantic Avenue (wider sidewalk, bus lanes, etc.) would negatively affect already congested traffic conditions. There remains disagreement over whether or not there should be a protected bike lane on Atlantic Avenue. There was also a comment from someone who said they would like to see increased ease of access - perhaps a greenway - between Atlantic Avenue and Prospect Park.

There was also some interest in seeing a protected bus lane on Atlantic Avenue. One participant left the suggestion that trucks could potentially also use the dedicated lane.

Direct quotes from participants:

- "Open Street, like Broadway Area: Atlantic"
- "Dedicated bus lane. Widen sidewalk."
- "Combo of protected bus lane with trucks"
- "No narrowed lanes. Buses, trucks need space."
- "How would narrowing affect traffic?"
- "Widen sidewalks and better lighting"
- "Many anti-traffic proposals, not everyone bikes. Be realistic."
- "More mid-block crossings"
- "Improve and increase access to Prospect Park, create nice + welcoming routes"
- "No bikes on Atlantic Avenue (truck thoroughfare)"

Automobile / Truck Traffic

A couple participants sought broad prohibitions on automobile access across the Project Area's streets, although this was a minority opinion. In previous Working Group sessions, the main counter-argument to generally prohibiting car traffic within the Project Area has been accessibility. Older and/or disabled residents may have limited mobility and need a vehicle to run errands and for general travel. There was also interest in seeing no truck traffic at all in this area; however, this leaves the question of whether or not diverting truck traffic around the Project Area could negatively impact surrounding neighborhoods. Participants from multiple working group sessions expressed an interest in seeing the size of allowable trucks reduce to 8-13'2 axles." (Please see WGB and WGC). Concern about trucking is in part motivated by a desire not to mix increased residential density with the pollution, noise, and safety issues posed by truck traffic.

Direct quotes from participants:

- "Car free"
- "Can there be a way to not have truck traffic at all in this zone?"

Bergen Street

There is still interest in seeing calmer traffic and protected bike lanes on Bergen Street; however, there were no comments from this round of Working Groups about turning Bergen Street into a bike boulevard.

Direct quotes from participants:

- "Protected bike lanes if there's room. Remove parking for the bike lane." (Bergen between Franklin and Vanderbilt)

Bedford Avenue

There was one comment suggesting that parking should be removed from the Bedford Avenue triangle (Grant Gore). There was general consensus that the protected bike lane infrastructure on Bedford Avenue should be protected and expanded.

Direct quotes from participants:

- "Remove parking" [Bedford Avenue Triangle]
- "Protected bike lane" [Bedford Avenue and Dean Street]
- "Extend protected bike lane"

Brooklyn Avenue

One participant was interested in seeing an art district on Brooklyn Avenue - specifically on the south west corner of Fulton Street and Brooklyn Avenue.

Direct quotes from participants:

- "Art district"

Dog Run

There was disagreement in this round of Working Groups as to whether or not there should be a dog run within the Project Area. Some participants see the need for one, and others consider it a nuisance.

Direct quotes from participants:

- "No Dog Run"
- "Dog Run on vacant lot"

DCP Communication with the Public

One participant was eager to see renderings of the already approved private rezonings within the Project Area.

Direct quotes from participants:

- "Can we see renderings of already approved ULURP plans altogether"

Under the LIRR

There was interest from the public to see the space under the LIRR become more people-oriented. Interest in seeing improved lighting under the LIRR has been consistent across all three rounds of Working Groups. One participant noted that there was interest in seeing other activities and neighborhood amenities including, but not limited to: market / vendor programming, skate parks, and more green space. Another participant thought that it might be nice to also see tree plantings in the general vicinity.

Direct quotes from participants:

- "Improve lighting"
- "Parking, green space, skate parks, vendors, food trucks" (Nostrand Avenue)
- "Planting trees on the median vs. sidewalk?"

Franklin Avenue

There remains disagreement over whether or not Franklin Avenue should be zoned for higher density. One participant was concerned about the potential for higher density developments to impact the perceived safety of the streetscape.

On a separate note, there remains interest from participants in creating local delivery hubs; however, it is unclear from the comment whether or not the participant was referring to space for cargo bikes and “deliveristas” or larger delivery trucks.

Direct quotes from participants:

- “Local delivery hubs”
- “Concerned about shadows and lighting with tall developments. Why [is] this area for high density?”

Fulton Street

One participant was interested in seeing a vacant lot be on St. James Place between Gates Avenue and Fulton Street converted to a park or community garden

Direct quotes from participants:

- “Vacant Lot - park or community garden? (St. James between Gates / Fulton)”

Fifth Avenue

In the map exercise, one participant noted that it would be nice for Fifth Avenue to be more pedestrian-oriented. The same participant also noted that it would be nice to see wider sidewalks.

Direct quotes from participants:

- “Pedestrian focused, wide-sidewalks”

Green Infrastructure / Parks

Seeing the development of more green space within the Project Area has been a common theme in this Working Group across sessions. One participant wanted to see more trees. There was also interest in seeing privately-owned public spaces (POPS) incorporated into new developments and in seeing Vanderbilt Plaza developed along Atlantic Avenue. There was more of an interest in parks and open space than in seeing the development of green infrastructure. However, as the area will likely see an increase in storm-related flooding within the near future, there may be ways to provide funding / incentivize all private and public parks within the Project Area to incorporate green infrastructure into their design (i.e., infiltration basins, permeable

paving, subsurface detention systems, rainwater collection).

Separately, there was interest in seeing Lowry Triangle activated by either a permanent market similar to the one on Essex Street or a less permanent marketplace (craft fair, etc.).

Direct quotes from participants:

- “More trees!”
- “Vanderbilt Plaza a good idea”
- “Better utilize existing space”
- “Essex style market? Plaza. Ideas for Lowry triangle: clothing swap, craft fair. ”
- “Green Space”
- “Add green space in zoning area”
- “POPS”

Housing / Development

Housing and the affordability crisis remains at the forefront of everyone’s mind. There remains to be disagreement on density and distribution but consensus around affordability, reducing displacement, and the need for affordable housing for all residents in the area. There was also interest in seeing a provision requiring private developers building on public land to develop community amenities.

Direct quotes from participants:

- “Existing low-rise buildings, good opportunity to build dense”
- “Holistic density plan that reduces displacement”
- “Priority affordable housing where residents don’t get displaced. 3k/month for two bedroom”
- “Need for truly affordable housing”
- “Community benefits agreement - public land”

Public Transit

There was general consensus in seeing more efficient public transit in the Project Area. Participants noted that C-train service generally needs to be improved and that the buses need to be much more efficient. There was also consensus that the A/C stations need major overhauls (i.e., cleanliness, accessibility, etc.).

One participant was interested in learning more about the Brooklyn Bus Redesign and how it might affect users.

Direct quotes from participants:

- “Better C-train service”
- “C-train stations need improvements, aesthetics, accessibility, better service, more frequent”
- “Cleanliness, accessibility, and maintenance, A/C”
- “Buses are very crowded and slow moving”
- “Increase speed of bus loading”
- “How will [the] MTA bus redesign network affect users?”

Sanitation

There were few comments on sanitation in this round of Working Groups, but there was general consensus that there needs to be improvement to the frequency of street cleaning and an increased number of trash cans.

Direct quotes from participants:

- “Street cleaning. Trash cans on every corner.”

Streetscape / Road Design

Apart from the common themes noted before (sidewalk widening, pedestrian-oriented, etc), there was also interest in seeing a more holistic approach to combating parking on sidewalks. There was also general interest in seeing more ADA-friendly streetscape improvements (curb ramps, etc.).

There was also some interest in seeing changes to the roadscape. There was a comment from a participant inquiring about the feasibility of roundabouts on Atlantic Avenue. Another participant was interested in the experience of the “street room” and wanted new developments to create an atmosphere similar to Boerum Hill / Brooklyn Heights. It is unclear if this comment is specifically referring to Atlantic Avenue or the Project Area generally.

Direct quotes from participants:

- “Sidewalks are too narrow”
- “Not enough benches for seating”
- “Multiple tools to optimize foot traffic”
- “Holistic approach: uses + foot traffic. Ex. Open street, pedestrian”

- “Pedestrian friendly, less cars. Better optimize businesses, more foot traffic”
- “Any future open streets need public discussion”
- “Washington neglected vs. Underhill + Vanderbilt”
- “ADA Accessibility”
- “Prioritize pedestrians”
- “Should look similar to stretch in Boerum Hill / Brooklyn Heights”
- “Wide comfortable sidewalks”
- “Roundabouts”

Underhill Avenue

There is disagreement about the idea of Underhill Avenue being an Open Street. One participant noted that it is not used much by pedestrians. This was followed by a separate comment from another participant asking for street calming measures on Underhill Avenue rather than a prohibition on cars.

Direct quotes from participants:

- “Is it needed for open streets? Not very used by pedestrians.”
- “Calming streets”

Vanderbilt Avenue

There was a general consensus that DOT could implement traffic calming and street safety measures on Vanderbilt Avenue. There was consensus that there should be safety improvements for pedestrians, including longer crossing times. There was interest in seeing more pedestrian-oriented measures, a dedicated bus lane, and a bike lane on Vanderbilt Avenue as well. It appears as if there was some disagreement over what to do with automobile traffic. One participant was also interested in seeing safety improvements for drivers as well as interest in improvements for pedestrians.

Direct quotes from participants:

- “New developments could have accessible open spaces, pops / SW Corner of Atlantic [intersection]”
- “Protected bike lane”
- “Calm the cyclists on the open streets. Is Vanderbilt prioritizing pedestrians enough? Longer Crossing Time. Dedicated bus lane. Reduce conventing over private property - avoid flooding. Too much traffic on Fridays. E-bike climbing.”

- “Safety improvements on both sides”

Washington Avenue

There was interest in seeing safety improvements to crosswalks and crossings at Washington and Waverly avenues along Atlantic Avenue.

Direct quotes from participants:

- “Allow left turn, safety improvements to crosswalks and crossings” (Waverly / Washington / Atlantic)

**Atlantic Avenue Mixed-Use Plan
Working Group B Round Three**

What We’ve Heard

Overview

This document has been compiled for AAMUP as a summary of what we heard at Working Group B round three regarding Economic Development, Human Capital, and Services.

Meeting Details

- Date:** Wednesday, May 24, 2023
- Time:** 6-8:30 pm
- Location:** Grace Agard Harewood Older Adult Center
966 Fulton Street, Brooklyn, NY 11238
- Attendance:** 14 signed in attendees

Community collage from the Working Group B Round Three meeting



Community Priorities

Participants were asked to vote on a series of draft community priorities derived from what we heard after round two of the engagement process in response to the plan's opportunity statements that set its goals.

Each participant was given six votes total, and had to choose their top priorities from the drafted priorities presented on the table plot. Each priority could only receive one vote per person. Priorities that received the most votes are those that had the most community support.

Darker blues highlight a higher number of votes.

Community Priority	Vote Count
1A / Workforce Development	8
1B / Contextualized Training	2
1C / Targeted Training	3
1D / Construction Jobs	5
1E / Local Businesses	6
2A / Services at Bedford Armory	9
3A / Register M/WBE Businesses	5
3B / M/WBE Capital Fund	6
4A / Green Business Incentives	3
4B / Green Startups	4
4C / Financial Incentives	7
5A / School Capacity	4
5B / Early Childhood Education	6
6A / Relocation Assistance	4

Results of the Facilitated Discussion

Summary

There were 14 participants who attended the Working Group B round three meeting. The topics covered ranged from small business concerns to jobs and open space. Although housing affordability remains the primary concern expressed by participants in this Working Group, participants noted that an increase in light industrial jobs with a livable wage floor could help ease resident displacement. A \$40 / hr wage floor was mentioned repeatedly across sub-topics (see below). There was a heated discussion around the inevitable displacement of businesses from Atlantic Avenue which will be particularly felt by the automotive services industry.

There was general interest in the green economy, but the term "green business" remains poorly defined. It would appear, based off of discussions around this topic, that the definition should be narrow enough to prevent otherwise "carbon-positive" industries (i.e., automotive services) from implementing green practices and calling themselves a green business and should perhaps instead focus on the businesses helping New York City achieve its goal of carbon neutrality by 2050. Another suggestion was to implement programs to aid businesses interested in making the transition to the green economy (i.e., from fossil fuels to electric).

There remains to be disagreement regarding the use of the Armory, although there is general consensus that the men's shelter should remain in place.

School capacity was a minor concern, although there was interest in adding sustainability to the curriculum, more funding in response to projected increase in capacity, and more funding for Specialized Education programs (IEP).

Key Themes:

Business Relocation - Small Business Concerns - Jobs:

The majority of comments touched upon the issue of business relocation, small business concerns and jobs. There were mixed reactions in the comments to the idea of a Business Improvement District (BID). One participant suggested that the BID should be mostly comprised of industrial uses. Another participant stated that BIDs often help "mom and pop" or family-run small businesses.

Another participant noted that instead of a BID, Atlantic Avenue should have a Merchant Association; BIDs require businesses to be on the ground floor or in the public domain to make determinations, and that it may be difficult to establish a BID with landlord buy-in during a time of transition in the area.

From the comments, it would appear as if there is a strong appreciation of the role local small businesses play in the community. There was some interest in business incubator spaces in part due to the way small businesses help to “build trust in the community.”

Separately, there was also a suggestion to look into how urban farming / agriculture could be incorporated into new developments. Access to and availability of affordable grocery stores was brought up as a concern. This point has been raised - both in this round of Working Groups and during the second Community Planning Workshop. There was also a call to study the trend towards and resulting impact of bar/restaurant delivery services on the community.

Participants disagreed as to whether or not it was better to have light industrial or retail occupancy in new developments. One participant noted that retail along Atlantic Avenue would not be able to produce the same quality jobs as light industry. Light industrial jobs would also allow local residents vulnerable to displacement the opportunity and means to remain in their neighborhood. Someone noted the potential for the area to join the Association for Neighborhood and Housing Development’s (ANHD) Industrial Jobs Coalition. There was also recurring interest to engage union partnerships and to mandate both wage floor and local hire provisions similar to Section 3 (NYCHA).

There was concern about the inevitable displacement of businesses. One participant noted that business relocation should be mandated in the community plan and that existing businesses should be relocated equitably. There was some discussion about EDC’s Greenpoint-Williamsburg relocation fund distributed to businesses by Evergreen in the aftermath of that area’s rezoning as a potential model.

Direct comments from participants:

- BIDs
 - › “Industrial focused BID”
 - › “Often support mom and pop shops”
 - › “Change in nature of businesses could impact viability of merchants association”

- Jobs
 - › “Businesses that generate most jobs often can’t compete with hospitality - incentive?”
 - › “Retail along Atlantic would not produce same quality jobs as light industry”
 - › “Better to have light industrial occupied than commercial retail vacant”
 - › “Light industrial vs. retail commercial without improvements no incentive to come”
 - › “ANHD - citywide industrial coalition”
 - › “Consider - what are the types of jobs paying the wages people want to see?”
 - › “Good jobs for local residents - allow them to remain here”
 - › “Industrial uses may compete for jobs with other places in BK (Navy Yard, Sunset Park, other industrial business zones)”
- Small Businesses
 - › “Small business incubator”
 - › “Build trust within the community”
 - › “Helping people establish a business and help finding a space”
- Relocation
 - › Mandated business assistance with relocation
 - › Businesses in need of relocation assistance: “Flat fix / tire repair”
 - › Union Partnerships; department of labor career focus
 - › Wage floor for local hire & can provide a living wage
 - › “Existing businesses should be relocated the same”
- Food
 - › Industry suggestion: “Urban Farming / Agriculture”
 - › “Bars and restaurants - the trend towards delivery impacts the community”
 - › “Affordable grocery”

Construction / Workforce Training:

There were comments from two participants advocating for a \$40 hr wage floor for construction jobs in the area. There was a sense among participants that local hiring provisions could be a means of providing sustained community benefits from new development opportunities within the Project Area. Some noted that it could aid in preventing displacement.

To add to the previous point, two participants advocated for the integration of vocational training and an introduction to union jobs into local school programs in order to create long-term economic and social sustainability for the existing community. There were also comments about the opportunities that the green economy might bring to the area - for instance, the need for special "green construction workers," or construction workers knowledgeable about how to properly use and install specialized materials (i.e., insulation, sealants, etc.). There was also a call to explore cannabis processing and manufacturing as part of green workforce training, with the caveat that indoor farming operations may be energy intensive.

Direct comments from participants:

- › "Construction jobs should have \$40 hr wage floor and a strong local hire requirement and requirement to hire women + minorities"
- › "Green construction involves a lot of training"
- › "Targeted training should work with apprenticeship and pre-apprenticeship programs to do address community workforce opportunities"
- › "Cannabis processing and manufacturing"
- › "Vocational technical training"
- › "Network within Bed-Stuy to have community based work-force training"
- › "Workforce development for good union jobs"
- › "Introduce students and young people to unions"
- › "Implement wage floor for construction so that local people benefit"

Bedford-Atlantic Armory:

There was disagreement about how to best utilize the remaining available space at the Bedford-Atlantic Armory. Suggestions ranged from cannabis processing to a children's daycare. One participant wanted to see small business incubators and support services integrated into the space. Another suggested youth programming (workforce and personal development). There were also notes registering interest in the development of a new community center or meeting rooms in the available space. Yet while there was disagreement over what to do with the available space, there was general consensus around maintaining the presence of the men's shelter in the Armory.

Direct comments from participants:

- › "Meeting rooms / conference rooms"
- › "A real community center"
- › "Business incubators? + supportive services"
- › "Programming - youth development; workforce development"
- › "Youth Center in the Armory"
- › "Daycare"

M/WBE Businesses:

Participants were mainly concerned with ensuring that M/WBE businesses in the area are successful and have the resources to empower the immediate community. One participant suggested that business incentives be attached to a requirement mandating that M/WBEs also pay a wage floor of \$40/hour and hire locally. There was a question regarding support for M/WBE certification - noting that the designation is only useful if a business is obtaining government contracts. A participant suggested grant services for M/WBEs to prosper and pointed to the examples of the Local Development Corporation (LDC) of East New York and the Bed-Stuy Restoration. There was a consensus among the comments that there should be more minority owned businesses.

Direct comments from participants:

- "Attach incentives so MWBE also pay wage floor of \$40 hr and do real local hire"

- “Concerns because M/WBE often don’t have funds to hire locally”
- “Getting certification - only useful if obtaining government contracts”
- “M/WBE grant services?”
- “LDC of East New York runs a women’s business center, Bed-Stuy Restoration”
- “More minority owned businesses”

Green Economy / Environmental Concerns:

Participants disagreed about aspects of the green economy priorities. One participant, who owned an auto body shop on Atlantic Avenue, did not agree with the transition away from automotive infrastructure. This participant noted in the comments that it was unrealistic to assume near-term wide proliferation of electric vehicles and advocated for the continued presence of gas stations and body shops in the Project Area.

However, there was consensus that automotive services would not be compatible with new residential developments. To this effect, there was interest in having supportive programs to aid existing businesses transition into the green economy and targeted outreach to inform businesses in the Project Area. Separately, another participant advocated for the inclusion of the cannabis industry into the definition of “green economy business,” and by extension to be included into the proposed tax incentives program. Both examples raise the importance of clarifying the definition of a “green economy business” in the final plan recommendation.

The conversation deviated slightly to touch upon a concern raised by one participant to ensure that new affordable housing on Atlantic Avenue is not subjected to heavy pollution. There was another comment from a participant suggesting that green roofs, now required by City law (LL 92 and LL 94), should also be incorporated into new developments. To further help mitigate intense pollution there was also an ask to reduce the size of trucks allowed on Atlantic Avenue down from “18 - wheelers” to “smaller box trucks.”

Direct comments from participants:

- “Tax incentives for green jobs to pay \$40 hr wage floor for construction”
- “Green business incentives - cannabis processing?”
- “Cannabis?”
- “‘Green Economy Hub’ - How to define it? What does it mean?”
- “Green Construction - involves a lot of training”
- “Green roofs”
- “Incentives for green transitions for existing businesses”
- “Green startup housing resources and outreach to businesses”
- “Incorporate green roofs into curriculum at schools”
- “Heavy pollution - not compatible with housing (WGA / WGC)”
- “Body shop not compatible with residential”
- Not realistic to have everyone have electric vehicles; need gas stations and body shops
- Decant big 18-wheeler trucks into smaller box trucks

Services:

One participant was interested in seeing more daycare and childcare centers in the area. Another participant noted the high prevalence of alcoholism in the area and the need for rehabilitation services.

Direct comments from participants:

- “A lot of people in the community have issues with alcohol”
- “Daycares and childcare”

Education:

The main concern was how the local population increase brought on by additional development might hinder local schools from providing social services to students and their families. This comment was followed up by a request for City grants and programming for additional funding. One participant suggested that there be more financial support for local schools with a focus on Specialized Education (Individualized Education Program). There was also support for a variety of educational experiences in schools and disagreement over a suggestion to implement driver’s education in local schools.

There was also a comment registering interest in incorporating a green roof at PS3 into the school curriculum.

Direct comments from participants:

- “More financial support; IEP program”
- “The more dense the less services; burdens the schools (/ Housing)”
- “City grant and programming for additional funding”
- “PS3 Green Roof”

Housing:

The conversation over the course of the meeting at times deviated to address local anxieties around housing affordability. There remains disagreement around appropriate density in the Project Area. One participant noted that in order for housing to be affordable there needs to be high density while another participant preferred “less density if not truly affordable.” This same participant also commented that MIH was not enough to produce both the levels and amount of affordable housing needed for the community.

As has been mentioned above, participants emphasized the link between jobs which provide a livable wage and affordability. One participant made a connection between the potential for job growth and affordability: “If we want real affordable housing we need a livable wage floor.”

There were also comments advocating for the inclusion of supportive housing for residents of the Bedford-Atlantic Armory men’s shelter in the final plan. To end this section, there was one out-of-scope comment expressing interest in converting Manhattan office buildings to residential use.

Direct comments from participants:

- “To develop affordability they need density to make it worthwhile; [there is a] need to compromise on an area to be dense”
- Building high rises that sit empty because they are not affordable is not working; need to ensure they are affordable
- MIH is not enough, would rather have less density if not truly affordable
- If we want real affordable housing we need a livable wage floor is if we build dense apartments
- Affordability is the key issue
- Truly affordable housing
- Make sure that people in the immediate area get affordable housing - including men from the men’s shelter (see Armory section)

- Armory tenants get housing in the area
- Should focus on Manhattan Office conversions instead

Open Space:

The final discussion also addressed local concerns regarding the existing streetscape. Participants generally wanted to see more traffic calming and safety measures, including pedestrian bike buffers, safer crossings, and accessible entrances and sidewalks. Someone pointed out the recently installed planted medians on Fulton Street and Flatbush Avenue as an example of what could be done on Atlantic Avenue. There remains disagreement regarding the implementation of bicycle lanes on Atlantic Avenue. There was more interest in both the installation and maintenance of bike lanes on the other east-west streets (Pacific, Bergen, Dean, etc.) Separately, another participant brought attention to the rodent infestation located in the general vicinity of the elevated LIRR tracks.

Direct comments from participants:

- Traffic and safety
- Safe crossings
- Accessible entrances, sidewalks, etc.
- Shouldn’t be bikes on Atlantic (safety): Bergen and Pacific instead
- Traffic and safety and pedestrian bike buffers
- Flatbush Avenue: hardened median with tall planters; example of what could be done
- Green / open spaces
- Build in green spaces
- PS 3 has a huge playground that could be used as open space
- Pest issues
- Rat issue (elevated track)

Atlantic Avenue Mixed-Use Plan Working Group C Round Three

What We've Heard

Overview

This document has been compiled for AAMUP as a summary of what we heard at Working Group C round three regarding Land Use, Density, and Housing.

Meeting Details

- Date:** Tuesday, May 30, 2023
- Time:** 6:30pm - 8:00pm (originally scheduled until 8:30pm)
- Location:** Grace Agard Harewood Older Adult Center
966 Fulton Street, Brooklyn, NY 11238
- Attendance:** 44 participants



Community Priorities

Participants were asked to vote on a series of draft community priorities derived from what we heard after round two of the engagement process in response to the plan's opportunity statements that set its goals.

Each participant was given six votes total, and had to choose their top priorities from the drafted priorities presented on the table plot. Each priority could only receive one vote per person. Priorities that received the most votes are those that had the most community support.

Darker blues highlight a higher number of votes.

Community Priority	Vote Count
1A / Flexible Mixed Use Zoning	15
1B / Active Atlantic Avenue	13
2A / Accessible Quality Jobs	12
2B / Undesirable Use Restrictions	4
3A / Inclusionary Housing	14
3B / Deepen MIH	19
3C / Deeply Affordable Housing on Public Sites	15
3D / Deeply Affordable Housing on Private Sites	18
3E / Community Preference for Displaced Residents	4
4A / Tenant Rights	3
4B / Enforcement	8
4C / Anti-Displacement	12
4D / Homeowner Preservation	7
5A / Building Electrification	9
5B / EV Ready Parking	0
5C / Deep Energy Efficiency	5
5D / E-Micromobility	3
5E / Green Infrastructure	10
5F / Stormwater Management	3
5G/ Source Separations	1
5H / Clean Curbs	7
6A / Cathedral Condominiums	4
6B / United Order of Tents	1

Results of the Facilitated Discussion

Summary

The Working Group C round three meeting consisted of a Department of Housing Preservation and Development (HPD)-led presentation on affordable housing preservation and tenant and homeowner rights and resources, followed by a discussion focused on those topics. Following the HPD-led portion of the meeting, participants were introduced to the WG C draft community priorities and invited to select their highest priority items and discuss them for refinement, edits, and additions.

During previous rounds of engagement the project team had heard participant concerns over tenant harassment, predatory landlord practices, and interest in protecting homeowners. The HPD-led presentation and discussion enabled the project team to dig into these issues around affordable housing preservation in greater detail with the community. Some homeowners noted that they had experienced aggressive buyout propositions. One participant raised the issue of deed theft within the Project Area, and noted that elderly homeowners were particularly vulnerable to being scammed out of their homes. Another note was recorded concerning wide disparity in accessing legal services to dispute evictions and/or landlord harassment. There were numerous calls in this particular meeting for HPD to require both landlords and new developers within the Project Area to obtain a Certificate of No Harassment (CONH), although HPD has clarified in response that CONH already applies citywide for demolitions, change of use for occupancy, and key alterations, such as: adding or removing kitchens/bathrooms, increasing or decreasing the number of dwelling units, or if there's a change in layout, configured, or location of any portion of the dwelling unit. There was also general consensus among participants that HPD should increase transparency around its programs and associated processes. Participants were also interested in increasing ease-of-access to information for tenants about local landlords.

There remains disagreement about density. As before, some participants want as much density as possible while others want lower and context-specific density. In this round of Working Group meetings, some participants expressed an interest in high density only if those developments are mostly comprised of affordable units. We heard from more participants at this Working Group meeting who were interested in zoning for middle-density developments, with building heights in a range of 9 to 14 stories. There were also continued calls in this round of Working Group meetings that the City's Mandatory Inclusionary Housing policy needs to be reformed to allow for deeper levels of affordability.

Key Themes

Residential Housing

A significant percentage of the total comments from community members at the meeting centered around local housing issues and interest in seeing the active implementation of tenant- and homeowner-supportive policies.

Overall, participants were concerned about both the quantity and quality of available housing throughout the city. Participants noted that there was a significant lack of available and easily affordable rental units. They also noted that there is a general problem with the adequate maintenance and care of local properties within the Project Area. The cost and conditions of housing in the area severely limit options for people who would either like to move into the area or remain in place.

Participants generally disagreed on the types of new high-density housing that should be built. Some commented that new housing developments should be 100% affordable housing, while others stated that mixed-income housing would be preferable. Regarding the latter option, one participant noted that mixed-income housing would avoid isolating low-income housing.

There was also some discussion amongst participants at different table groups about property taxes. One participant noted that the current policies were grossly disproportionate to current median income levels and land values. Separately, there was interest in seeking financial assistance for small businesses and homeowners.

Direct comments from residents:

- "Lack of housing options"
- "We need more units of all rental units"
- Note on priority 3D (Deeply Affordable Housing on Private Sites): "...available to REQUIRE more deeply affordable housing..."
- "Better formula for average market rate housing"
- "On public sites, do not [sic] want 100 percent affordable. Important to mix"
- "Wealthy home owners [sic] paying less property tax"

Current HPD Programs and Policies

The current state of programs and policies for housing concerns, particularly associated with HPD, were seen as inaccessible by many residents. Resources were sometimes “too technical or too vague,” and it was “hard to know where to go for help.” Others complained that HPD policies did not do enough—“patchwork programs do not holistically address housing quality.” A diverse range of communication and community outreach was recommended by event participants, such as through social media and collaboration with non-profit and local organizations. However, participants noted that they were not aware of potentially helpful programs such as the Family Eviction Prevention Supplement or Senior Citizen Rent Increase Exemption. Current programs also needed more attention, such as more staff to implement, inform, and enforce these programs.

To address concerns with clarity, participants also noted a need for more multilingual resources and the establishment of open communication and clear step-by-step processes. Participants also felt as if resources were skewed towards homeowners. Separately, one resident suggested the idea of providing new tenants with welcome packets containing information and resources.

Some comments address a need for resources that would promote transparency around HPD processes and protections. Similar comments also called for more accountability with regards to illegal and unethical landlord practices. Residents noted that many tenants were unaware of their rights.

Participants noted that it would also be nice for the landlord and rental history of a particular unit to be made more publicly available. There was one suggestion to include Homes and Community Renewal (HCR) info in rental listings on platforms such as Zillow or StreetEasy. There was another suggestion to grade the quality of a building’s owners not dissimilar to how restaurants are graded.

For HPD, commenters also suggested certain reforms to their policies which could support tenants and protect their rights. Residents had general concerns citing the fact that previous moves towards deregulation had led to a general weakening of tenant rights provisions. Good cause and rent stabilization legislation, as noted by the comments, would support tenants. Additionally, access to free/affordable counsel and/or legal services for tenants was recommended multiple times by participants. In response to priority 4A, which calls for classes to protect tenant rights, one table disagreed and gave an alternate recommendation, calling for right to counsel, good cause eviction law, and housing assistance voucher program. This write-in recommendation for this table received 4 sticker votes.

Direct comments from residents:

- “The way info is shared by HPD and resources needs to be simpler”
- “Put up a sign that building is rent regulated + Include hotline # to allow people to call about questions and resources”
- “Just fix—Accessible Info, Comprehensive website info”
- “Open communication between agencies + tenant associations”
- “Family Eviction Prevention Supplement (FEPS)—Unexpected situation/event (homelessness, utility disconnection, domestic violence, fire disaster, etc.) apply to a wider scope of people and all resources should be provided in a welcome packet to tenants.”
- “tools need to be consistently brought to the communities where they are most needed”
- “Affirmative work needs more funding. Eviction support practiced, but holistic support needed”
- “Expand scope of emergency repairs in existing program”
- “HPD expansion of the pilot program to proactively address tenant harassment in rent-regulated buildings”
- “Education! / Road side shows to know your rights”
- “Can AMLs be based on neighborhood level?”
- “Register on ACRIS to notify of changes—most users do not use the internet*”
- “Make apartment and landlord history more accessible and available via multiple channels”
- “Make agencies accountable to respond to calls - 311, etc”

Landlord / Tenant Conflict

Community members were displeased overall with the current state of housing policy enforcement regarding rental policies. To increase landlord accountability, residents suggested shifts in policies that would financially incentivize landlords to support their tenants as well as enforcement policies that would penalize landlords for being unable to address. Enforcement of policies was also one point of improvement which many participants suggested. Participants called for rapid response teams or HPD vehicles to increase accountability to landlords. Stiffer penalties for landlords and building ratings were suggested to create more accountability, as well as mediation services to create more communication between tenants and landlords.

Direct comments from residents:

- “Version of emergency repairs that can be led by tenants”
- “Tie more violations to inability to collect rent until resolved (new legislation)”
- “Tool to collab b/w tenant homeowner - provide mediation”
- “License commercial landlords, suspend license/ability to collect rent when violate HMC and rent stabilization law”
- “HPD fines not high enough to force LL action, and LLs are self-gentrifying but not making repairs”

Rent Stabilization

On the topic of rent stabilization, participants address the fact that tenants may not be able to know about their building’s rent stabilization status, which can lead to residents being further rent-burdened. Additionally, residents pointed to inconsistencies with rent-stabilized buildings.

Direct comments from residents:

- “Tenants may not know their units’ rent stabilization status. Info not easily accessible”
- “Is there a program for private landlords to opt in to be rent stabilized?”
- “NYC DOF does audit of all rent stabilized buildings and make that info publicly available”
- “We need RS protections for all tenants because a big rent increase is essentially an eviction for tenants who are already rent-burdened. We have no leeway, we have nothing more to give!”

General Zoning and Non-Residential Policy Changes

As noted earlier, community members seemed to disagree on density throughout the area. In addition to changes in housing policy, residents also suggested a multitude of uses for the property existing outside traditional residential or commercial zoning, such as urban farming, creative sector investment, and community centers.

Additionally, residents picked up on the potential of these recommendations to create community jobs. In response to priority recommendation 2A regarding accessible, quality jobs, one commenter noted possible potential hiring and work policies.

Direct comments from residents:

- Comments on recommendation 2A (Accessible Quality Jobs): “Mandatory local hire; mandatory women hire in construction, Wage floor of \$40/hr in construction, 40% of hours workers in construction should be by residents of the Borough”
- “Base FAR across & provide additional FAR for deeper affordability”
- “Value Capture (following Gowanus rezoning)”

Technological and Mobility Improvements

Community participants generally did not discuss the technological and mobility improvements throughout the conversation. However, a couple of comments support feedback from WGA surrounding interest in upgrading public transit (infrastructure/subway service). Two voters supported the write-in priority recommendation of no parking required at all as opposed to Priority 5G (Source Separations) recommendation in the proposal.

Direct comments from residents:

- “Is EV park accessible or affordable? Who is it serving?”
- “Upgrade Infrastructure / Subway Service (C)”
- Comment on 5C (Deep Energy Efficiency): “No density bonus should be required”
- Comment on 5D (E-Micromobility): “Provide plug-in capability”

**THE ATLANTIC AVENUE
MIXED USE PLAN**
Community Vision and Priorities

