

- Have access to your home without being denied entry. Your landlord cannot change the locks without providing you with a key, remove the door, or otherwise keep you from getting into your home.

LANDLORD HARASSMENT & TENANT ORGANIZING

- A peaceful environment, free from landlord harassment.
- Organize a Tenant Association in your building.
- Take action if your rights are violated, including filing complaints with 311 without fear of retribution and/or suing your landlord in Housing Court to obtain repairs and stop harassment.

RENT-STABILIZED APARTMENTS

If you live in a rent stabilized unit, you have the right to:

- Limited rent increases, determined annually by the Rent Guidelines Board.
- A lease renewal of one or two years (same terms and conditions as original).
- To file a rent reduction order with NYS DHCR if your landlord fails to provide required essential services (heat, water, cooking gas, security, repairs, etc).
- Succession rights for family members and non-traditional family members living in the unit.
- Freeze rent if you are a senior or a person with disabilities (through the City's SCRIE and DRIE programs).

For more information
on your tenant rights,
scan here:



NYC

Department of
Housing Preservation
& Development

NYC

Tenant Protection
Cabinet

on.nyc.gov/TPC

APARTMENTS COVERED BY GOOD CAUSE EVICTION

If you live in a building covered by Good Cause legislation:

- Your landlord cannot evict you without demonstrating "good cause" in court.
- You can challenge an unreasonable rent increase in court if you are sued for nonpayment of rent. A rent increase is considered unreasonable if it is higher than the "local rent standard." The local rent standard is defined as 5% + inflation (3.79% in 2025) or 10%, whichever is lower.

**DO YOU KNOW YOUR TENANT RIGHTS?
HAVE OTHER QUESTIONS?**

CALL 311 AND ASK FOR THE TENANT HELPLINE.

Get Rid of Your Harmful Household Products **Safely!**

Special Waste Sites are open five days a week in every borough!

**Every Tuesday through Saturday:
9:00am–3:00pm**

Accepted Items:

Aerosol Cans | Batteries | Electronics | Fluorescent Tubes and CFLs | Motor Oil and Transmission Fluid | Mercury Containing Devices | Paint | Tires



SPECIAL WASTE SITE LOCATIONS:

BRONX: Hunts Point at Farragut Street and the East River

BROOKLYN: 459 North Henry Street

MANHATTAN: 74 Pike Slip

QUEENS: College Point at 30th Avenue

STATEN ISLAND: Muldoon Avenue exit 5 off 440 South

nyc.gov/SpecialWaste | call 311

Follow us @NYCsanitation

There are many options available to dispose of harmful household waste!

Electronics



- Bring to a **Special Waste Site** or **SAFE event**
- Find a **Community Recycling Event** at nyc.gov/recyclingevents
- Find dropoffs, retailers and take-back programs at nyc.gov/electronics
- Enroll in ecycleNYC (buildings with 10+ units) at nyc.gov/ecycleNYC

Air Conditioners/ Refrigerators/ Dehumidifiers



- Call **311** or visit nyc.gov/cfc for an appointment.

Batteries



- Bring to a **Special Waste Site** or **SAFE event**
- Find dropoffs, retailers and take-back programs at nyc.gov/batteries. *Stores that sell rechargeable batteries are required to take them back for recycling.*

Paint (all types)



- Bring to a **Special Waste Site** or **SAFE event**
- Find a dropoff at paintcare.org



Items Marked: Flammable, Danger, Corrosive, or Poison

These items are only accepted at SAFE Disposal Events:

- Acids
- Antifreeze
- Asbestos
- Diesel/gasoline
- Damaged batteries
- Flares
- Gas cylinders (including fire extinguishers)
- Medical waste: pharmaceuticals/sharps
- Pesticides
- Solvents

Visit nyc.gov/SafeEvents to learn more.

2026 SAFE Disposal Events

September 20th: Manhattan

Union Square Park, North Plaza

September 26th: Queens

Cunningham Park Ball Field Parking Lot

October 11th: Brooklyn

Floyd Bennett Field

October 17th: Staten Island

Midland Beach Parking Lot 8

October 24th: Bronx

Orchard Beach Parking Lot

Not sure how to dispose of something?

Check nyc.gov/HowToGetRidOf before going to a SAFE Event or Special Waste Site.



sanitation

Search

CleaningCollectionSnow ResponseOther Programs

 ▼

- Community Recycling Events
- donateNYC
- ecycleNYC
- Get Compost
- SAFE Disposal Events
- Special Waste Drop-Off
- Textile Recycling Collection

Special Waste Drop-Off

Special Waste Drop-Off sites are available for NYC residents to drop off certain harmful household products that are dangerous and illegal to dispose of with trash or recycling.

Sites are located in all five boroughs and are open every **Tuesday - Saturday** from **9:00 AM** to **3:00 PM** (closed legal holidays and during severe weather).

Find a Special Waste Drop-Off Site

NOTE: Some Drop-Off sites may not be immediately visible from the road.

- **Bronx, Hunts Point**
Farragut Street and the East River, next to the Fulton Fish Market
Enter on Farragut Street, off Food Center Drive
- **Brooklyn, Greenpoint**
459 North Henry Street (drop-off site near 530 Kingsland Avenue)
Facility entrance off Kingsland Avenue, north of Greenpoint Avenue
- **Manhattan, Lower East Side/Two Bridges**
74 Pike Slip between Cherry Street and South Street
Under the Manhattan Bridge
- **Queens, College Point**
30th Avenue, between 120th and 122nd Streets
Northwest corner of DSNY's Queens District 7 garage
- **Staten Island, Fresh Kills**
Off Muldoon Avenue exit of the southbound West Shore Expressway
Past DSNY security booth

What to Bring

- Aerosols
- Batteries – including automotive, rechargeable (lead acid, Li-Ion, Ni-MH, Ni-ZN, Ni-Cd), and single-use (alkaline, lithium). Follow preparation instructions
- E-waste (including all cords, cables, wiring accompanying devices)
- E-cigarettes/vape pens
- Fluorescent light bulbs & CFLs
- Motor oil and transmission fluid (up to 10 quarts per visit)
- Motor oil filters (up to two filters per visit)
- Paint (up to five gallons per visit)
- Passenger car tires (up to four per visit)
- Mercury-containing devices (up to two per visit)
- Skin lightening products

Learn more about what items are accepted.

Rules and Procedures

Drop-off sites are do-it-yourself style. DSNY staff are available for instruction and assistance. We strongly recommended wearing casual clothes and work gloves.

You may be asked for proof of NYC residency (NYS driver license, utility bill).

NOTE: These events are for NYC residents ONLY. NO businesses or commercial vehicles.

Special Instructions for Batteries

To prevent the fires, batteries should be individually bagged or CLEAR tape should be applied to cover the terminals. Do not use opaque tape.

Though you can dispose of "household" alkaline batteries in the trash, they are accepted for drop-off. Alkaline batteries should not be bagged or taped. Learn more about safe battery disposal.



sanitation

Search

ResidentsSchools & AgenciesGet Rid of ...Containerization

Select ▼

- Appliances
- Automotive Waste
- Batteries
- Clothing, Household Fabrics, & Accessories
- Construction Debris
- Dead Animals
- Electronics & E-Waste
- Furniture, Mattresses, & Rugs
- Gas Cylinders & Fire Extinguishers
- Harmful Household Products
- Ink & Toner Cartridges
- Large Items
- Light Bulbs
- Medical Waste
- Mercury & Mercury-Containing Devices
- Metal, Glass, Plastic, & Cartons
- Mixed Paper & Cardboard
- Oils, Grease, & Fats
- Plant, Leaf, & Yard Waste

How to Get Rid of ...

We collect millions of pounds of trash, recyclables, and compostable material that New Yorkers get rid of every day.

You are required to separate certain materials from household trash. And some items require special handling because they can be harmful to you or dangerous to our Sanitation workers or the environment.

We rely on you to separate your waste properly.

Learn the rules for disposing of different materials. Search using keywords and select items from the list to find out more about how to get rid of things.

Enter keywords and select fr

Fair Housing Growth Strategy

From Carey, Margaret (HPD)

Date Thu 8/27/2026 1:39 PM

 1 attachment (15 MB)

Fair-Housing-Growth-Strategy_Draft-Report.pdf;

Dear Community Board District Managers,

In case you missed it, last week we released a draft of NYC's first [Fair Housing Growth Strategy](#). This report is required by Local Law 167 of 2023 and is a collaboration between NYC Housing Preservation and Development and NYC Department of City Planning.

The Fair Housing Growth Strategy aims to tackle the rising cost of housing and expand housing choice for New Yorkers by addressing three key questions:

- [How much new housing does NYC need?](#)
- [How should that housing be distributed to advance fair housing goals?](#)
- [What are the barriers to developing housing equitably and how can we overcome them?](#)

Ways to [engage](#) with the draft report

The draft report is available for public review and comment; the final report will be published in fall 2026.

We encourage you to [review the draft report](#), share it with your constituents, and share any input. New Yorkers can learn more and provide feedback by:

1. Attending a virtual public briefing: There will be two virtual public briefings that cover the draft report material. The briefings will include a presentation followed by Q+A. Please register via the zoom links below.

- August 26, 2026, at 12:00pm: <https://us02web.zoom.us/meeting/register/XcVa3CBhSfmbQJkB7iYg7Q>
- September 2, 2026, at 5:30pm: https://us02web.zoom.us/meeting/register/fLN9mrmNTuOvL_96-NnVPQ

After registering, you will receive a confirmation email containing information about joining the meeting. We look forward to seeing you there!

2. Chatting with us: The project team will host virtual, one-on-one conversations about the draft report. To sign up for a 30-minute meeting slot, please fill out this [request form](#). If you have a specific topic or question in mind, please include that in the form.

3. Sending us your comments: Submit written comments about the draft report through this [feedback form](#). You may also submit written comments via email to WhereWeLiveNYC2025@hpd.nyc.gov. The feedback form will remain open until September 19 at 11:45pm.

For more information, please visit our website: [NYC's fair housing growth strategy | Where We Live NYC 2025](#)

IN COMPLIANCE WITH LOCAL LAW 167 OF 2023

FAIR HOUSING GROWTH STRATEGY

DRAFT REPORT
AUGUST 2026



Tell us what you think!

This is a draft of the Fair Housing Growth Strategy intended for public comment. Learn more and share feedback by:

Attending a public briefing session

There will be two virtual public briefings that cover the draft report materials. To register:

- August 26, 2026, at 12:00pm: bit.ly/3S2b2Ja
- September 2, 2026, at 5:30pm: bit.ly/4w1EtUJ

Scheduling a one-on-one chat

The project team will be hosting virtual, one-on-one conversations to respond to questions. To sign up, fill out this request form: bit.ly/3U4Wg4X

Writing a comment

If you would like to submit a written comment about the draft report, please use this feedback form: bit.ly/4pKXP30

Comments will be accepted until September 19, 2026

For more information, visit nyc.gov/wherewelive

Engagement timeline

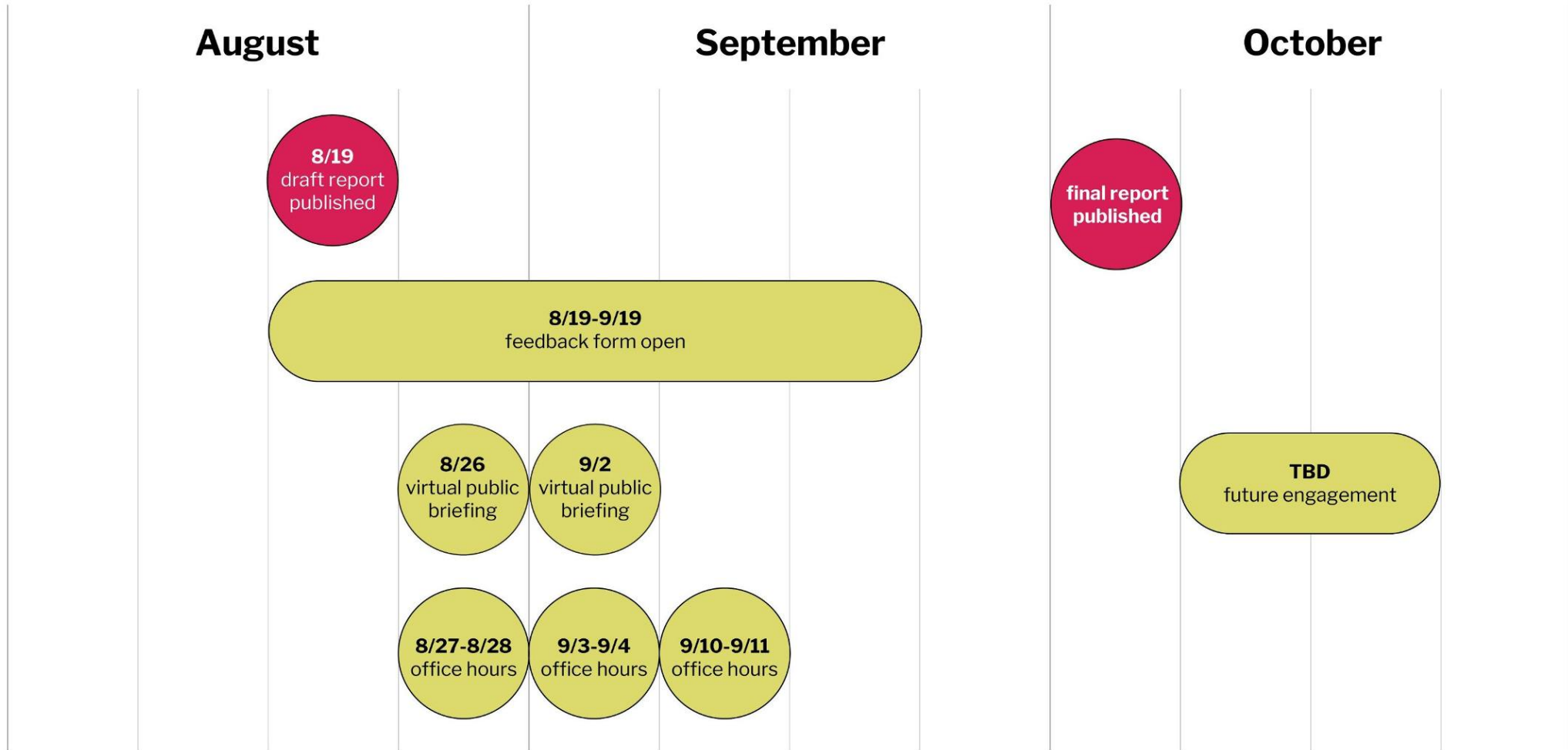


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3) 2030 Housing Production Targets.....	23
4) Strategic Equity Framework.....	43

Chapter 1: Advancing fair housing through housing growth



What is the Fair Housing Growth Strategy?

Required by **Local Law 167**, passed by the City Council in 2023, the Fair Housing Growth Strategy (FHGS) evaluates the scale of New York City's housing need and provides a citywide framework for more equitable housing production.

The FHGS answers:

- How much housing does New York City need to support a healthier and more affordable housing market?
- How should that housing be distributed to advance fair housing goals?

NYC's first FHGS will be released **October 2026** and will be updated every five years.

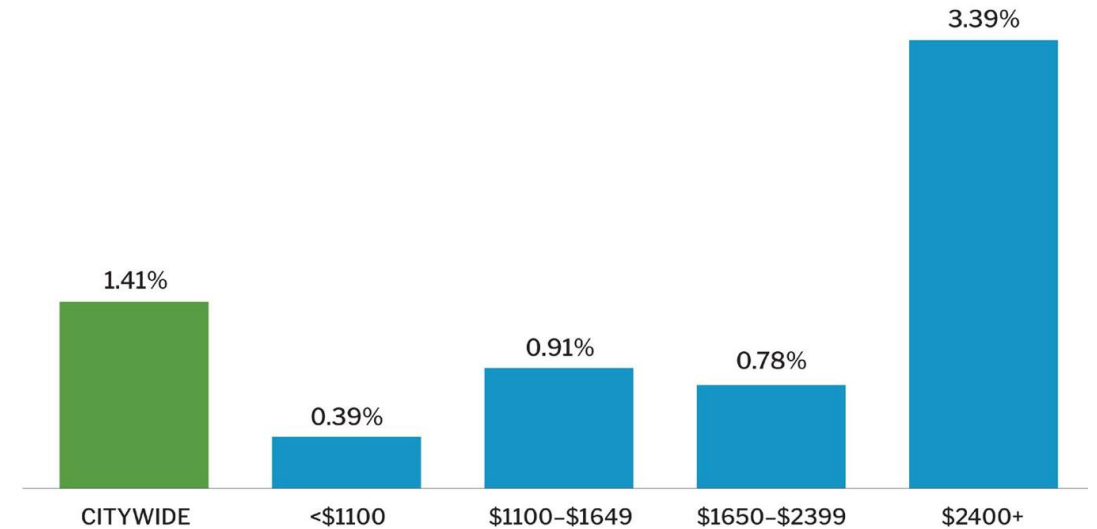
This is the **draft report**.

Fair housing ensures all New Yorkers have meaningful choice about where they live, free from discrimination and unnecessary barriers.

Limited homes, limited choice

- Decades of underproduction have created one of the tightest housing markets in New York City's history.
- Only 1.41% of apartments are available to rent, making it hard to find housing, especially for households with the fewest resources.
- These households face greater risks of severe rent burden, poor housing conditions, overcrowding, displacement, and homelessness.

Figure 1.1 Rental vacancy rate by asking rent



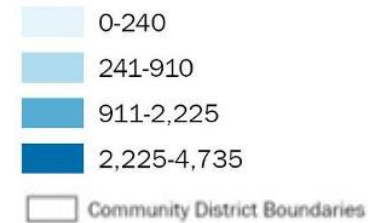
Source: Housing Vacancy Survey (2023)

Uneven distribution of new housing

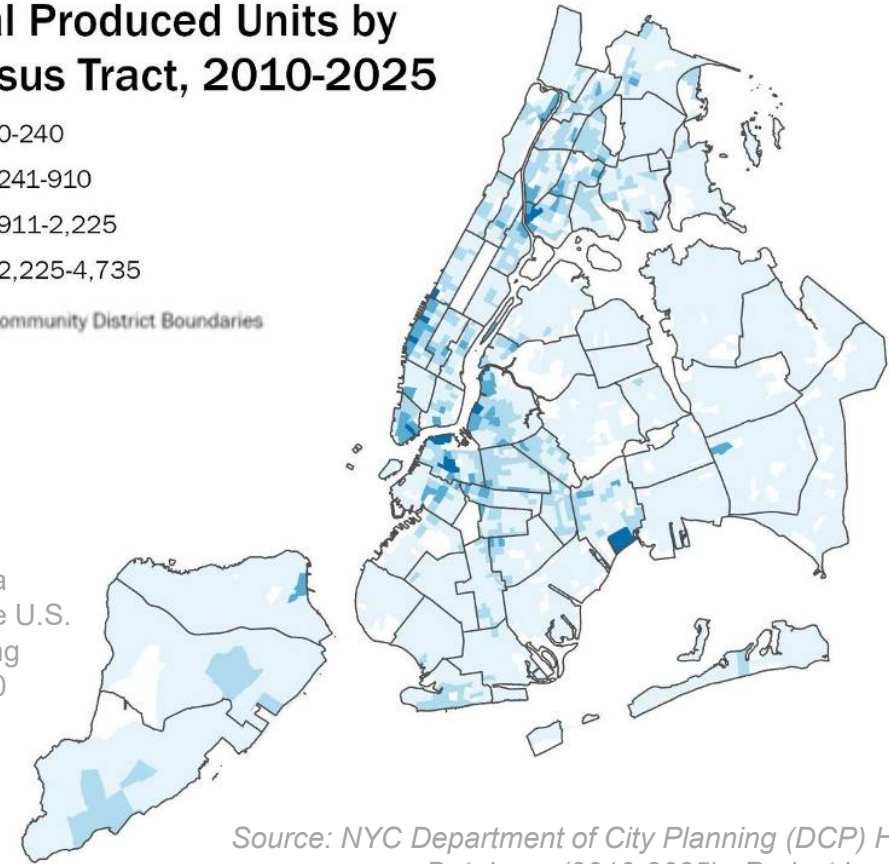
- Most community districts have added relatively little housing over the past several decades.
- Growth in only a few neighborhoods is neither equitable nor sufficient to meet the city's long-term needs.

Figure 1.2: Housing Units Created, 2010-2025

Total Produced Units by Census Tract, 2010-2025



A census tract is a small statistical subdivision of a county established by the U.S. Census Bureau containing between 1,200 and 8,000 residents



Source: NYC Department of City Planning (DCP) Housing Database (2010-2025), Project Level Data

Scarcity worsens fair housing barriers

Fair housing barriers include both intentional discrimination and structural practices that disproportionately limit housing opportunities for certain people and populations based on factors like race.

Discrimination

- In a highly competitive housing market, discrimination—including by source-of-income (i.e., voucher use), against families with children, by race, language, disability, or immigration status—becomes more difficult to identify and challenge.

Structural Barriers

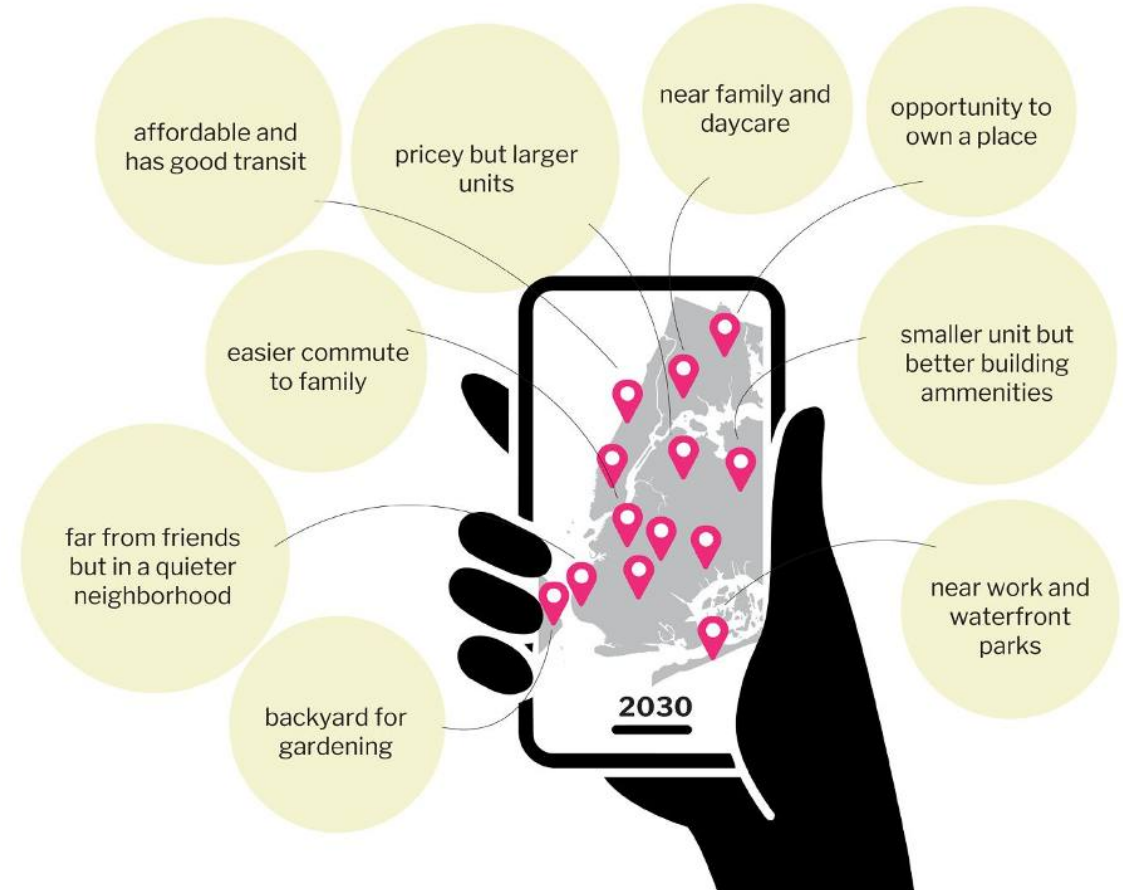
- Policies that appear neutral can still disproportionately limit housing opportunities for people facing longstanding barriers to housing choice. For example, restrictive zoning can limit where, how much, and what type of housing can be built.
- Expanding housing opportunities across more neighborhoods helps reduce these structural barriers and broaden housing choice.

More housing means more choice

Housing scarcity means less choice about where we live.



More housing in more neighborhoods creates meaningful choice.



Implementing a balanced approach

The Fair Housing Growth Strategy seeks to give New Yorkers both greater choice to move and more stability to stay in their current homes and neighborhoods.



Moving = Housing access / mobility

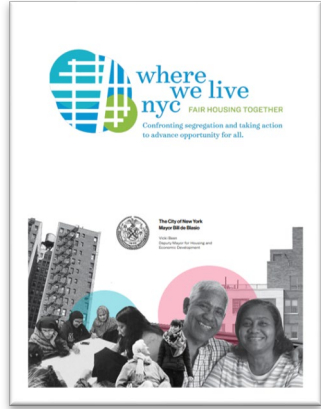
- Expand housing choice by increasing housing production across all neighborhoods citywide.
- Increase housing in areas that have historically added little housing or offer limited affordable options.



Staying = Housing stability

- Support residents' ability to remain in their communities as neighborhoods change via
 - preservation and tenant protections;
 - investments and programs that empower communities and accommodate growth.

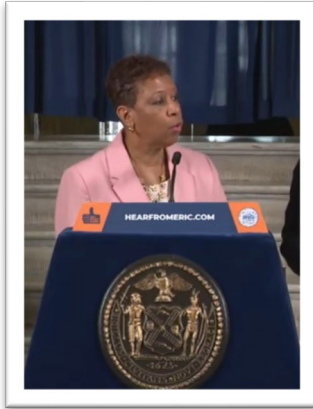
Initiatives to achieve fair housing in NYC



Where We Live
NYC 2020

2020

NYC publishes
first 5-year fair
housing plan

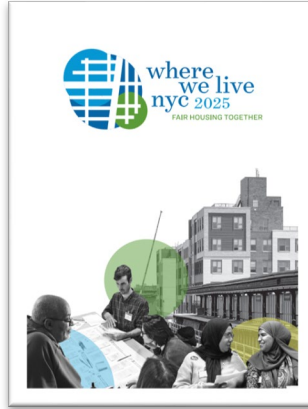


Fair Housing
Framework

2023

City Council passes Local
Law 167, mandating:
5-year fair housing plan
(starting 2025)

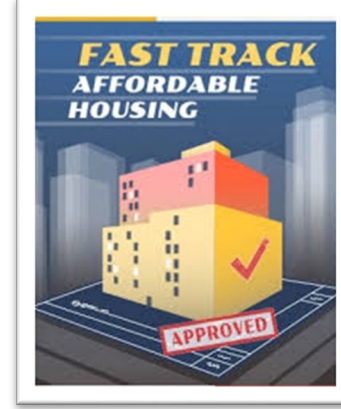
5-year Fair Housing Growth
Strategy (starting 2026)



Where We Live
NYC 2025

2025

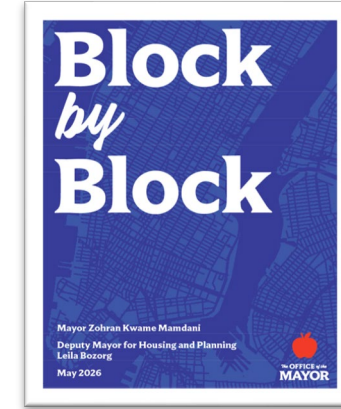
Second NYC fair
housing plan



Affordable Housing
Fast Track

2025

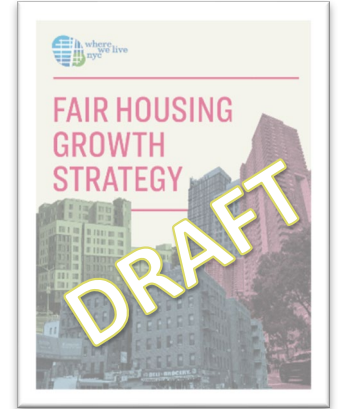
New Yorkers vote for
Charter amendments to
accelerate affordable
housing production



Block by Block

2026

Mayor releases
NYC Housing
Plan



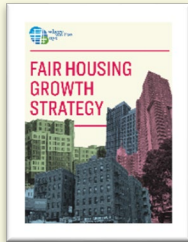
Fair Housing
Growth Strategy

2026

NYC publishes
first Fair Housing
Growth Strategy

New fair housing initiatives this fall

The Fair Housing Growth Strategy (FHGS) and the Affordable Housing Fast Track (AHFT) Charter amendment are two separate but complementary initiatives that aim to advance our city's fair housing goals.



Fair Housing Growth Strategy

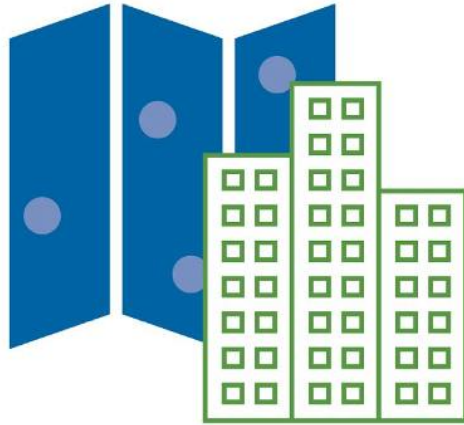
- Report mandated by City Council passage of Local Law 167 of 2023
- **Provides a vision for citywide distribution of housing growth**
- Has no direct land use impacts or requirements
- Proposes non-binding market-rate and affordable housing growth targets for all 59 community districts



Affordable Housing Fast Track

- Established through City Charter amendment by New York City voters in 2025
- **Builds on FHGS by creating an expedited approval process for new affordable housing in 12 community districts with the least affordable housing development in the last five years**
- Modifies the land use approval process
- The expedited approval process only applies to housing projects that include affordable housing in the 12 Fast Track Districts

FAIR HOUSING GROWTH STRATEGY



Housing Needs Assessment (HNA)

to evaluate the scale of New York City's housing need.



Housing Production Targets (HPT)

to establish geographically distributed housing production goals.



Strategic Equity Framework (SEF)

to identify barriers to fair housing and complementary investments and strategies.

Chapter 2: 2035 long-term housing needs assessment



Long-term housing needs assessment (HNA)

Local Law 167 requires the City to estimate how many new home of all types, including market-rate and affordable, that New York City needs over the next 10 years to support a healthier and more affordable housing market, accounting for current shortages and future growth.

The Housing Needs Assessment (HNA):

- Estimates the total number of homes of all types needed citywide
- Estimates the need for affordable, deeply affordable, and formerly homeless housing

This 10-year needs assessment informs the Fair Housing Growth Strategy's 5-year housing production targets for the city and for each community district

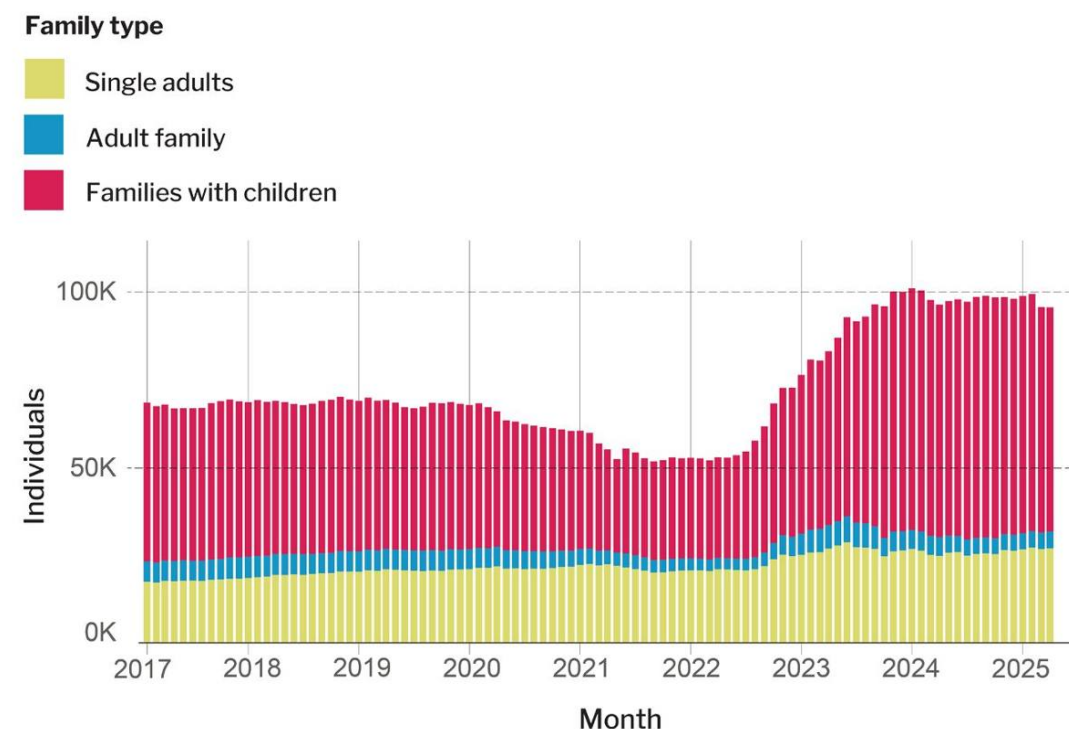
Assessing the housing shortage

People lack options because New York City lacks sufficient housing. But what would be sufficient? We need to understand the scale of the housing problem to know how much every neighborhood needs to build.

The housing shortage contributes to:

- High rents
- Multiple families crowded into single apartments
- Adults unable to move out of childhood homes or roommate shares
- Overextended shelter system and unsheltered homelessness

Figure 2.1: Individuals in homeless shelters



Source: NYC Department of Homeless Services (2025)

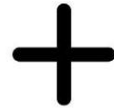
Methodology: understanding our housing need

Three-step approach to estimating housing need over the next 10 years:

STEP 1: CURRENT NEED

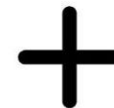
How many homes does New York City need today to:

1. Reach a healthier vacancy rate
2. House people experiencing homelessness
3. Reduce overcrowding
4. Provide more options for people to live independently



STEP 2: BASELINE GROWTH

How many additional homes will New York City need over the next 10 years to accommodate projected population growth?



STEP 3: FUTURE NEED

A healthier, more affordable housing market gives more people the opportunity to stay in New York City or move here, revealing dormant demand from people who are currently being priced out or forced to leave.

Step 1: Address today's housing shortage



Achieve a healthier vacancy rate that gives people options

+ 101,000 homes



House all families and individuals experiencing homelessness

+ 53,000 homes



Reduce involuntary overcrowding among doubled-up households

+ 40,000 homes



Provide housing options for adults who want to live independently but are living with parents or roommates

+ 93,000 homes

= 290,000 HOMES

Step 2: Plan for population growth

- Adds the homes needed to accommodate projected household growth over the **next 10 years**
- Uses household growth projections developed through a regional planning process



house the future population

= 240,000 HOMES

Step 3: Plan for a healthier housing market

- Recognizes that building more housing changes how the housing market functions
- With more housing choice, more current residents can remain in New York City, and more people may move here*



house the residents who choose to stay and those who choose to move to NYC

= 170,000 HOMES

**Estimates this effect using historical migration patterns and household formation rates*

Total housing need



Affordable housing commitment

The Mamdani Administration committed to 10-year affordable housing production goals in *Block by Block*, the city's housing plan:

- **Overall new affordable housing:** 200,000 units
 - Any income-restricted units
 - More than double the production in last decade
- **New deeply affordable housing:** 90,000 units
 - Units for households earning $\leq 60\%$ AMI
- **New housing for formerly homeless households:** 28,000 units
 - Units reserved for households leaving shelter
 - 40% increase over recent production in FY27-28

How do we define affordable housing?

A housing unit subject to a government affordability requirement that restricts occupancy based on household income.
- *Local Law 167 (2023)*

Chapter 3: 2030 housing production targets



Housing production targets (HPT)

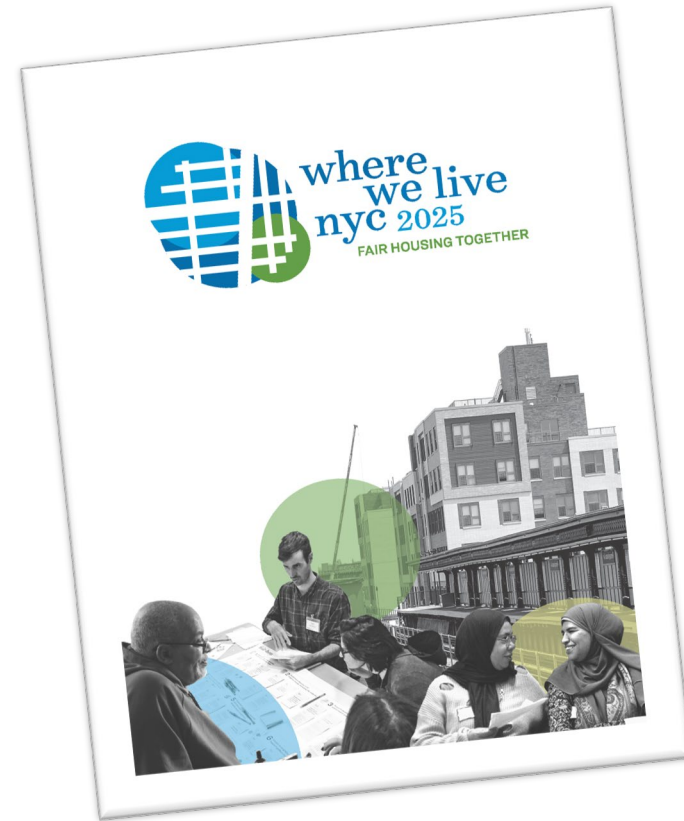
Local Law 167 requires the City to set five-year housing production targets at the citywide and community district level. These targets include:

- **Total homes:** new homes of any size, building type, cost, or tenure
- **Affordable homes:** all income-restricted homes
- **Deeply affordable homes:** homes reserved for households making at or below 60% AMI
- **Homes reserved for homeless households,** including supportive units for households at risk of homelessness
- **Preserved homes:** existing homes receiving government support (*at the citywide level only*)

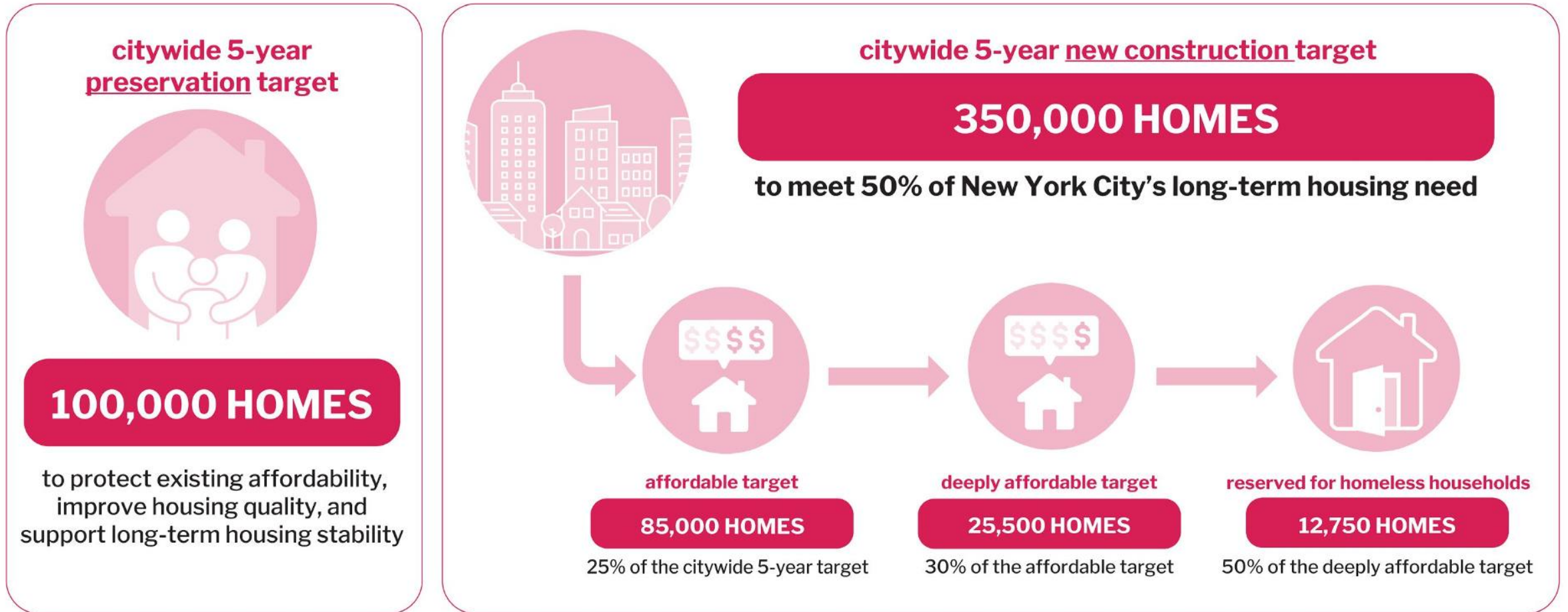
These targets translate the 10-year housing need into five-year goals at the citywide and community district level and lead into strategies to overcome barriers to fair housing at a local level.

Five-year housing targets set an ambitious course, guided by fair housing goals

- Five-year housing targets aim to achieve half of the city's significant 10-year housing need
- Targets are guided by the City's fair housing goals:
 - Expand affordable housing access across all New York City neighborhoods
 - Create new housing to address our housing shortage
- The City will release new targets every five years to guide decisions about where to encourage new housing and affordable housing development.

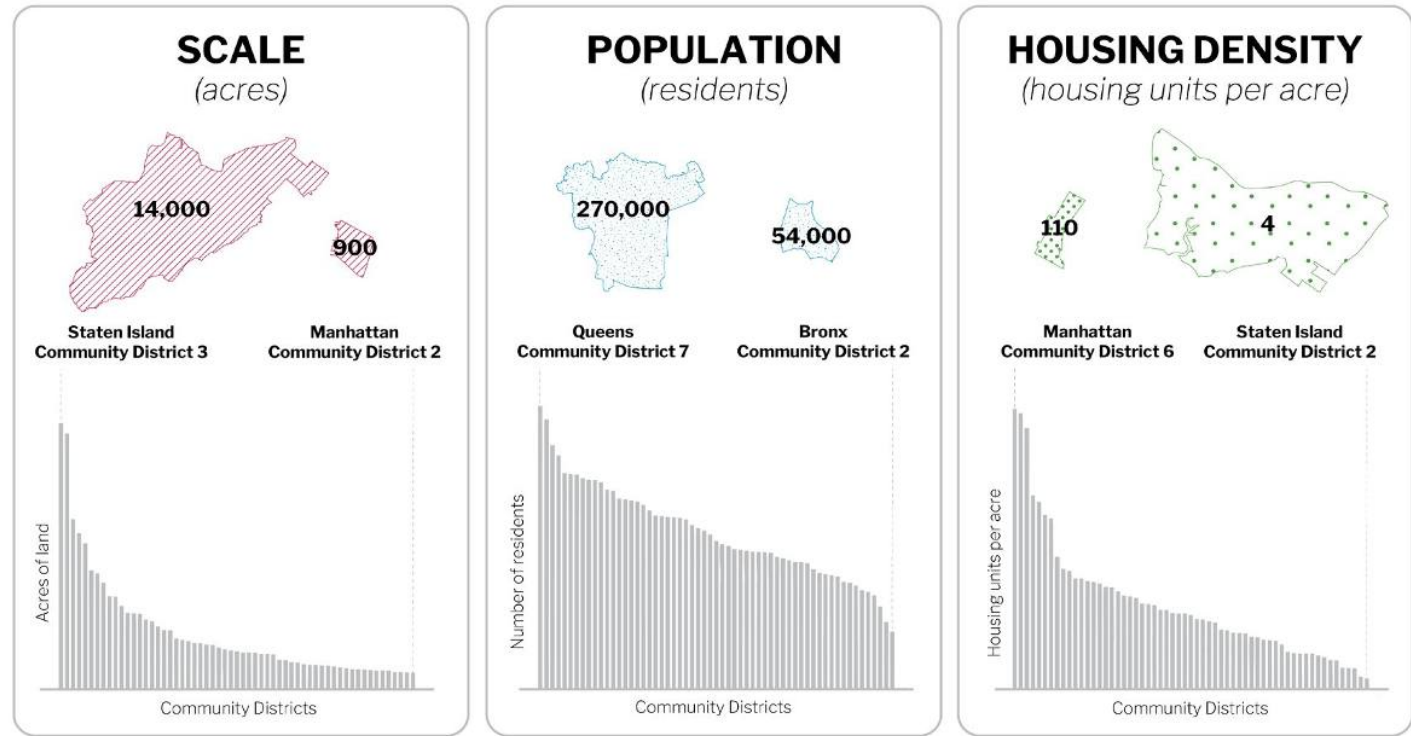


Citywide 2030 housing targets



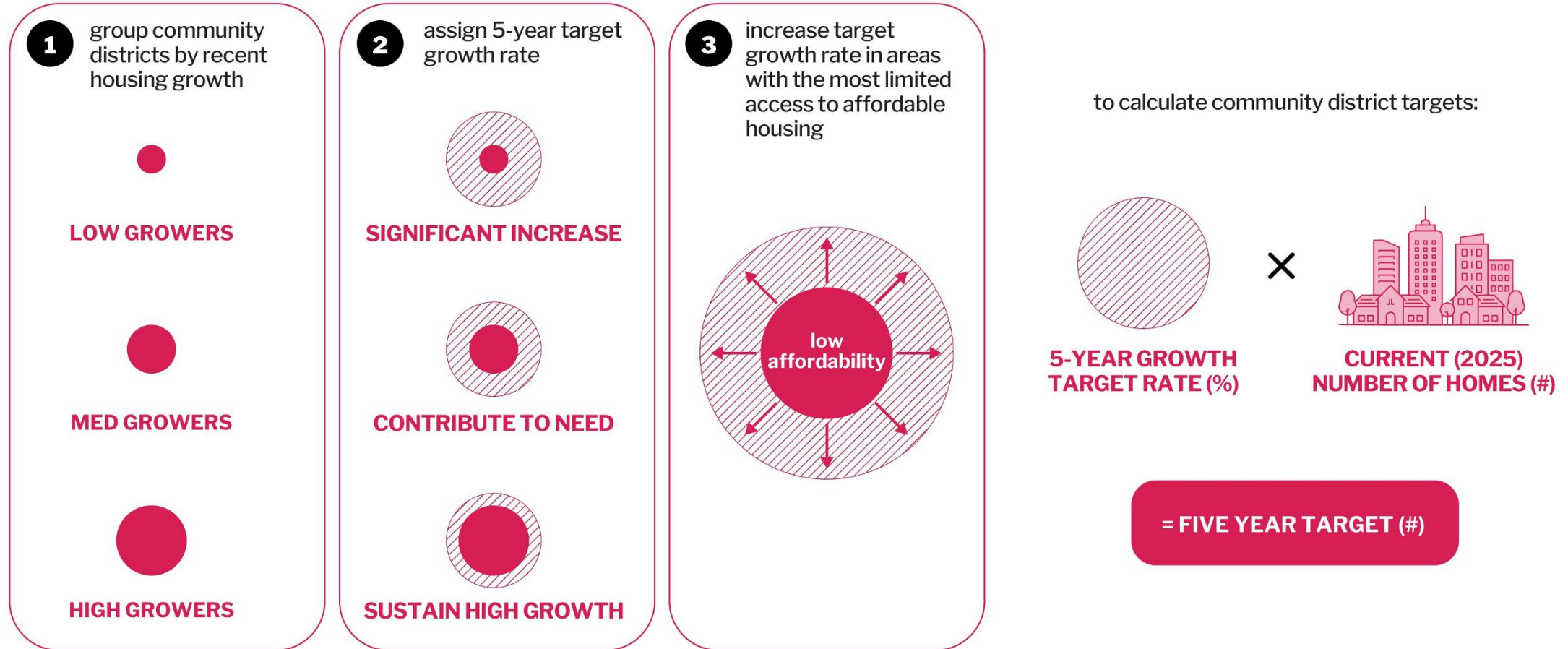
From citywide to local targets

- To achieve the citywide goals, every community district must contribute. But community districts are not uniform: New York City's 59 community districts vary greatly in scale, population, and housing density.
- Every community district contains unique opportunities to create new housing while facing unique challenges.
- Local targets establish *how much* housing each community district should contribute—not how it must get there. **Local stakeholders and conditions will shape the best path toward meeting these goals.**



Setting community district targets

5-year community district targets are calculated to reach the citywide target of 350,000.



Step 1: Group by past housing growth

Community districts are sorted into three equal groups ("cohorts") based on their past growth.

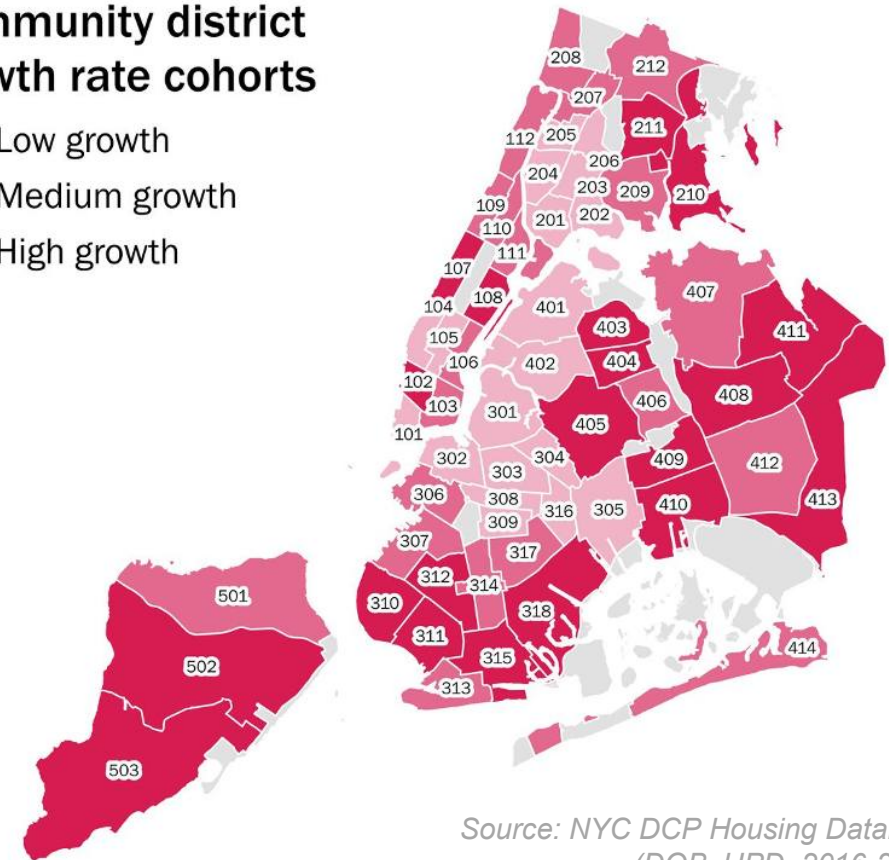
Past growth is measured by how many homes were added annually from 2016–2025, relative to the total number of homes in each community district.

- **Low growth:** *bottom third* (0.07 to 0.33% recent annual growth rate)
- **Medium growth:** *middle third* (0.34 to 1.07% recent annual growth rate)
- **High growth:** *upper third* (1.09 to 3.27% recent annual growth rate)

Figure 3.1: Community district growth rate cohorts, 2016-2025

Community district growth rate cohorts

- Low growth
- Medium growth
- High growth



Source: NYC DCP Housing Database
(DOB, HPD, 2016-2025)

Step 2: Assign 5-year growth targets

Target growth rates for each cohort bring greater parity to community district housing contributions.

- **Low growers:** Districts that have contributed the least should increase their production the most.

*Target = district's recent growth rate + 6.5 percentage points**

- **Medium growers:** Should accelerate recent growth to meet the city's long-term housing need.

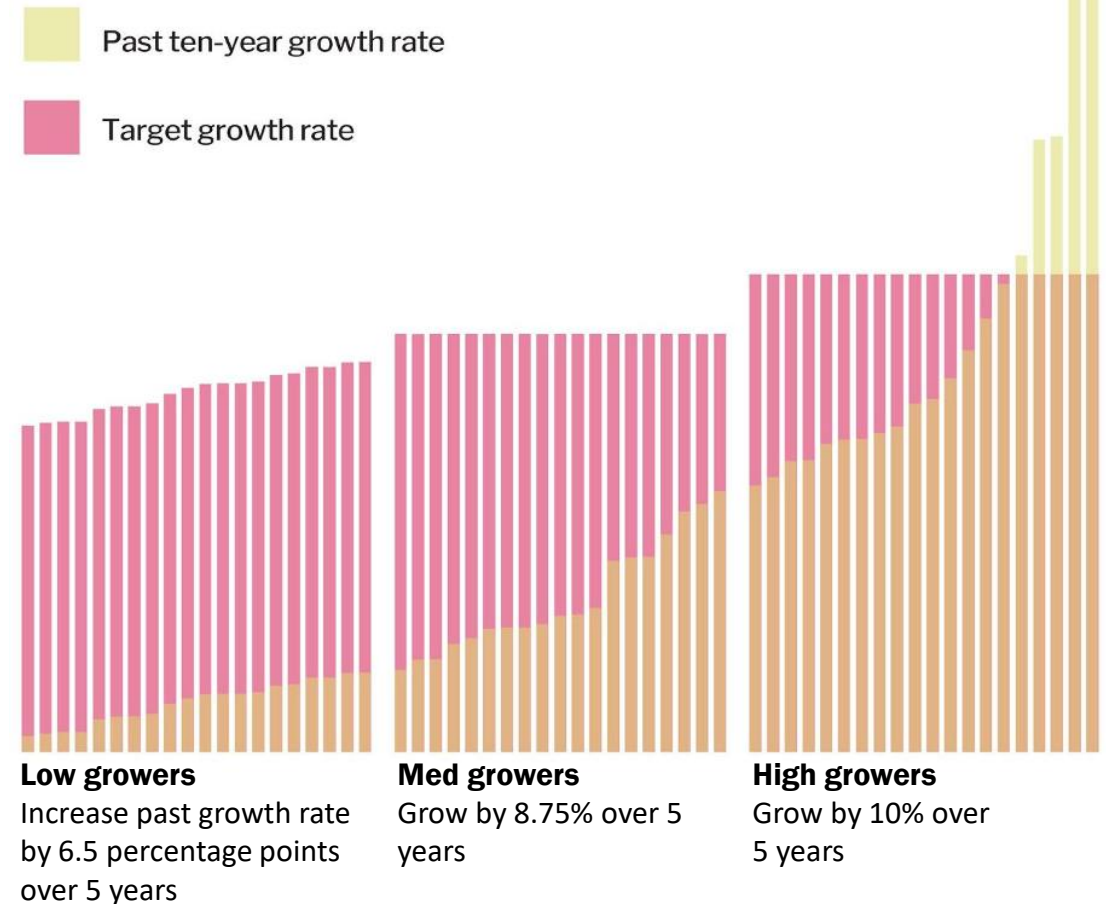
Target = 8.75% growth

- **High growers:** Should sustain recent growth to meet the city's long-term housing need.

Target = 10% growth

*Low growers are assigned a target growth rate that increases their recent growth rate by 6.5 percentage points over five years, creating different target growth rates across the group. Medium and high growers share the same target growth rate across the group.

Figure 3.2: Community district target vs. past growth rates



Source: NYC DCP Housing Database (DOB, HPD, 2016-2025)

Step 3: Amplify growth in areas with limited affordability

To expand access to affordable housing where it is needed the most:

- identify the community districts with the fewest available low-cost homes*
- create more affordable homes by increasing target growth rates in those areas

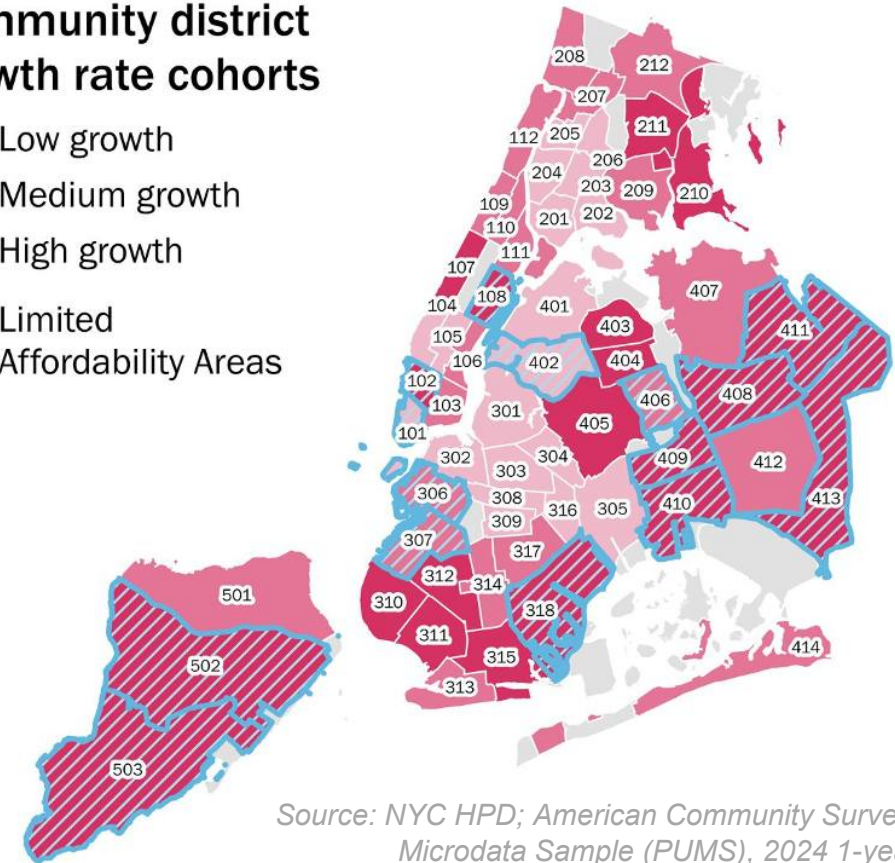
***New York City's Limited Affordability Areas (LAAs) are the neighborhoods with the fewest available low-cost rental homes.** HPD ranks neighborhoods based on the number of available rentals that have low enough rents to be affordable to median-income New York City households. With the fewest low-cost rentals on the market, LAAs are the hardest neighborhoods for lower-income renters to access. This is an existing measure, which HPD uses to track affordable housing production.

This is distinct from the community districts that will be identified through the new Affordable Housing Fast Track, which measures recent production of income-restricted housing (see Slide 13).

Figure 3.3: Limited Affordability Areas and growth rate cohorts

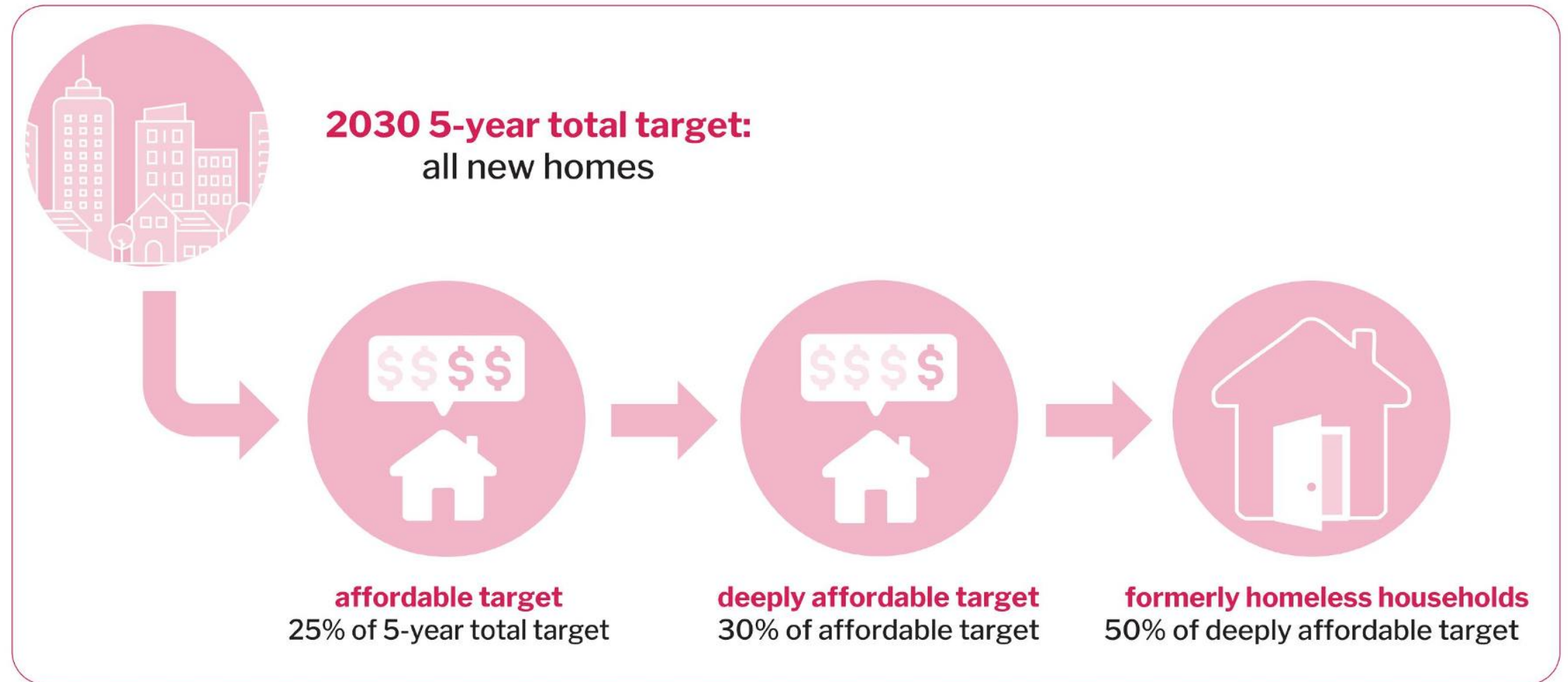
Community district growth rate cohorts

- Low growth
- Medium growth
- High growth
- ▨ Limited Affordability Areas



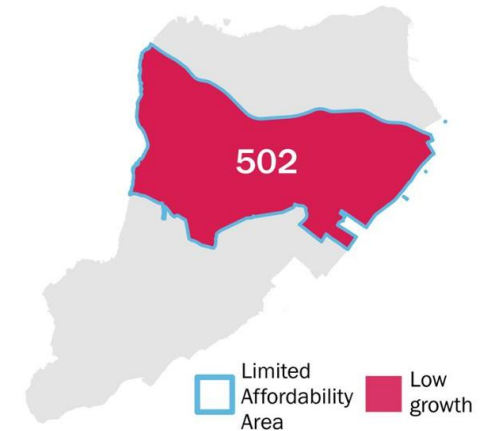
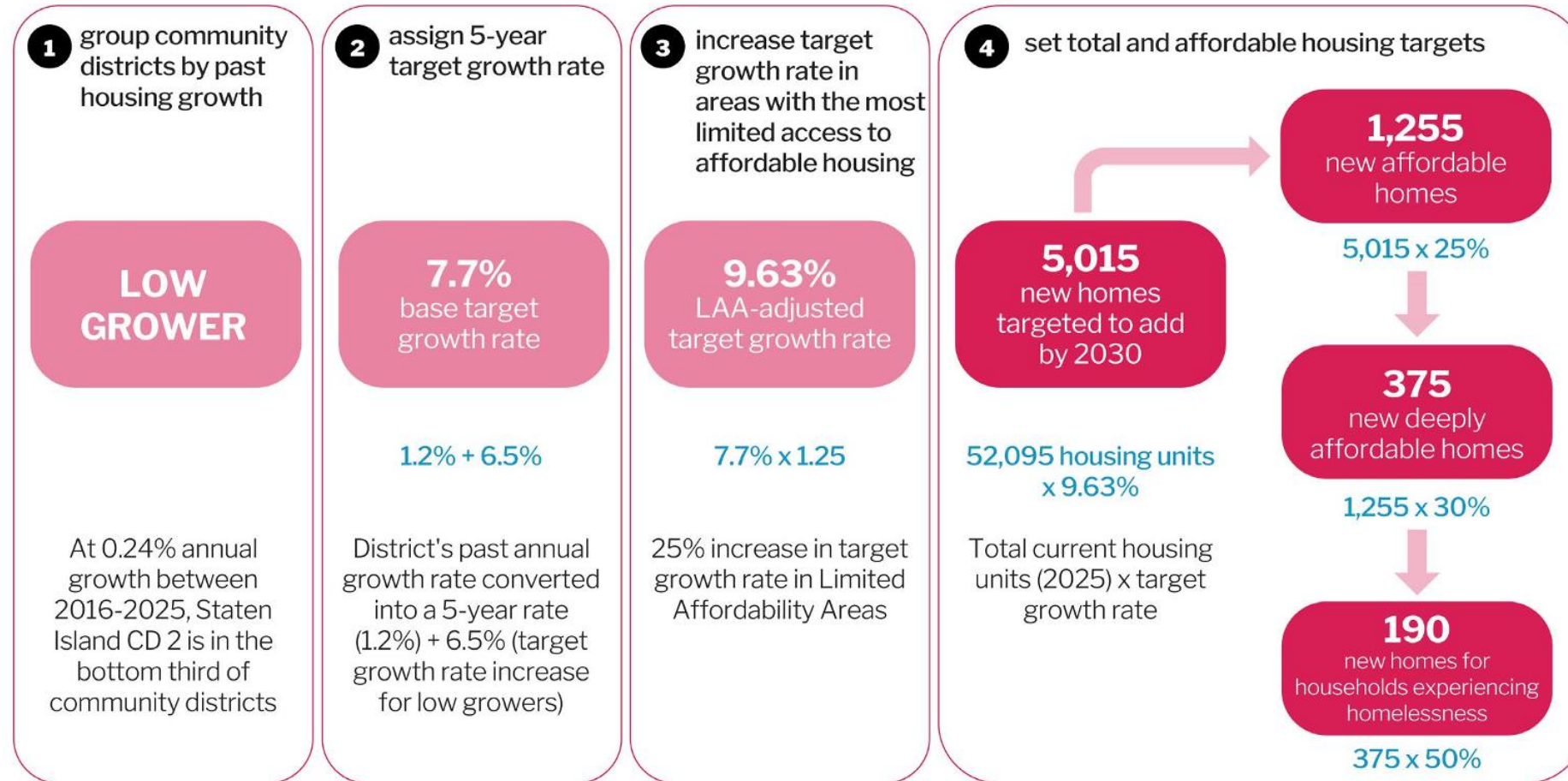
Source: NYC HPD; American Community Survey Public Use Microdata Sample (PUMS), 2024 1-year estimates.

Step 4: Set affordable housing targets



Sample five-year target calculation

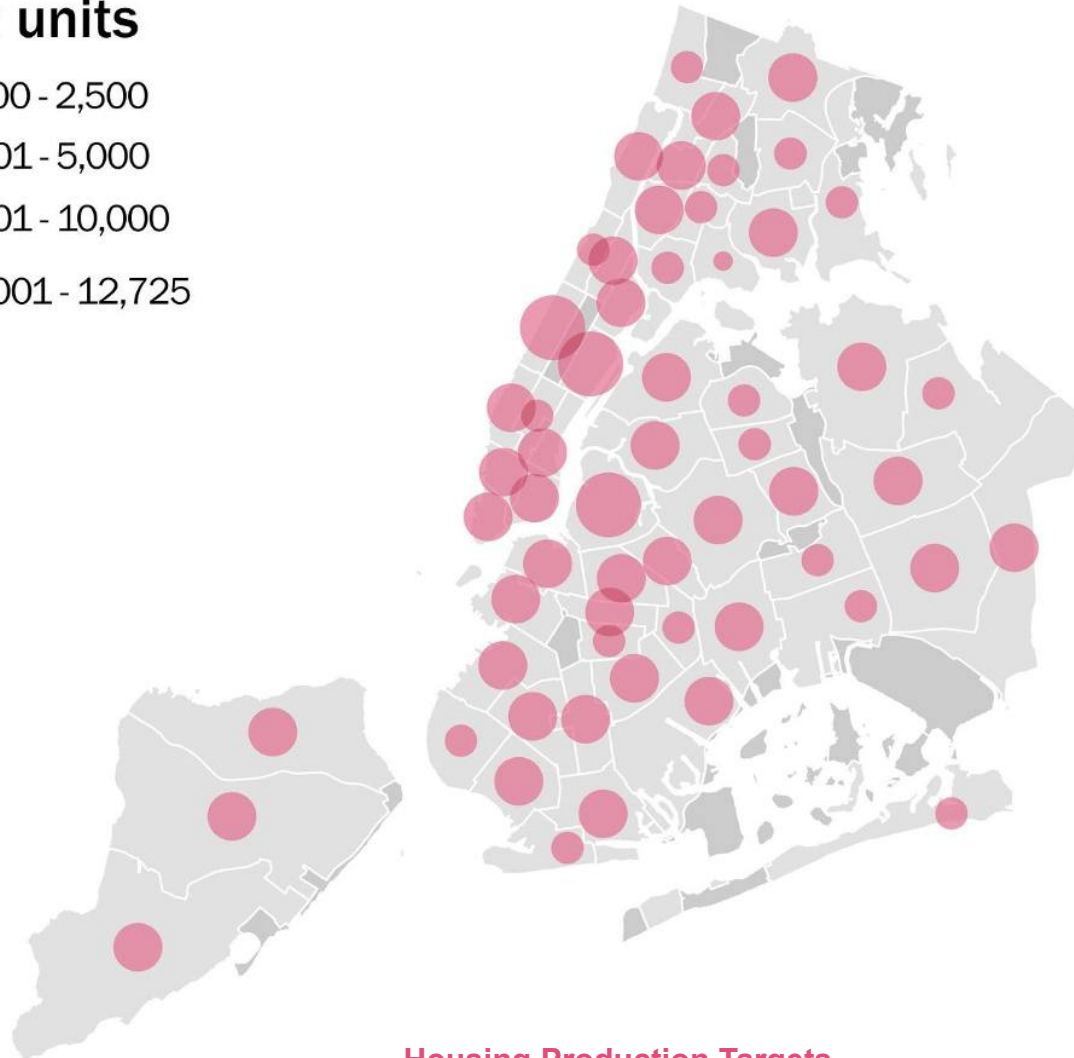
Example target calculation: Staten Island Community District 2 – Mid-Island



2030 community district total targets

Target units

- 2,100 - 2,500
- 2,501 - 5,000
- 5,001 - 10,000
- 10,001 - 12,725



2030 targets envision a more equitable distribution of growth across all New York City community districts.

Figure 3.4: 2030 community district targets

See detailed breakdown on slides 36-42

Source: NYC HPD; ACS (PUMS 2024 1-year est)

Targets represent fair housing goals and will support future local and citywide planning

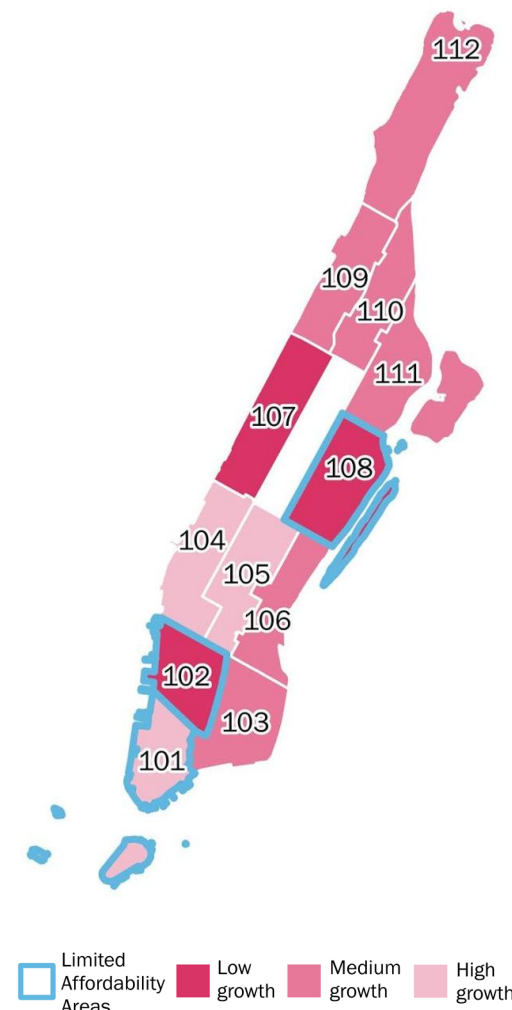
2030 community district-level targets respond to a specific question: how can the housing growth we need be shared more equitably across the city?

These targets provide a ruler against which to measure how districts are contributing to our citywide need.

The targets will complement nuanced, neighborhood-level and citywide land use planning that determines where, how, and what type of housing is possible based on local infrastructure, amenities, and climate risk.

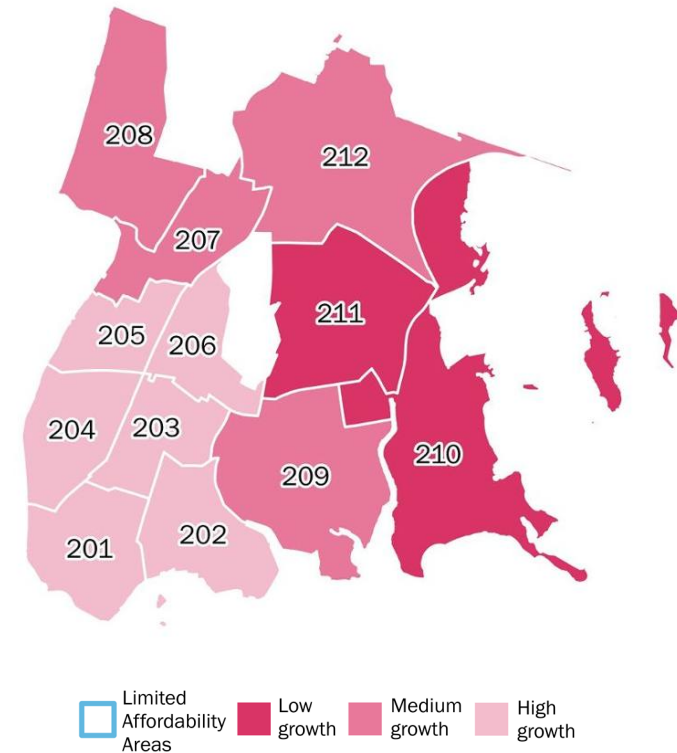
2030 Targets: Manhattan

Manhattan community districts	Neighborhoods	Limited Affordability Area status	Growth cohort	Total homes, 2025	Five-year total goal	Affordable	Deeply affordable	For households experiencing homelessness
CD1	Financial District & Tribeca	LAA	High	46,080	5,760	1,440	430	215
CD2	Greenwich Village	LAA	Low	59,245	5,970	1,490	450	225
CD3	Lower East Side & Chinatown	Not LAA	Medium	84,645	7,405	1,850	555	280
CD4	Chelsea & Hell's Kitchen	Not LAA	High	89,555	8,955	2,240	670	335
CD5	Midtown & Flatiron	Not LAA	High	44,325	4,435	1,110	330	165
CD6	East Midtown	Not LAA	Medium	101,175	8,855	2,215	665	330
CD7	Upper West Side	Not LAA	Low	127,215	10,075	2,520	755	380
CD8	Upper East Side & Roosevelt Island	LAA	Low	140,545	12,725	3,180	955	475
CD9	Morningside Heights & Hamilton Heights	Not LAA	Medium	46,600	4,075	1,020	305	155
CD10	Harlem	Not LAA	Medium	63,920	5,595	1,400	420	210
CD11	East Harlem	Not LAA	Medium	57,925	5,070	1,265	380	190
CD12	Washington Heights & Inwood	Not LAA	Medium	77,305	6,765	1,690	505	255



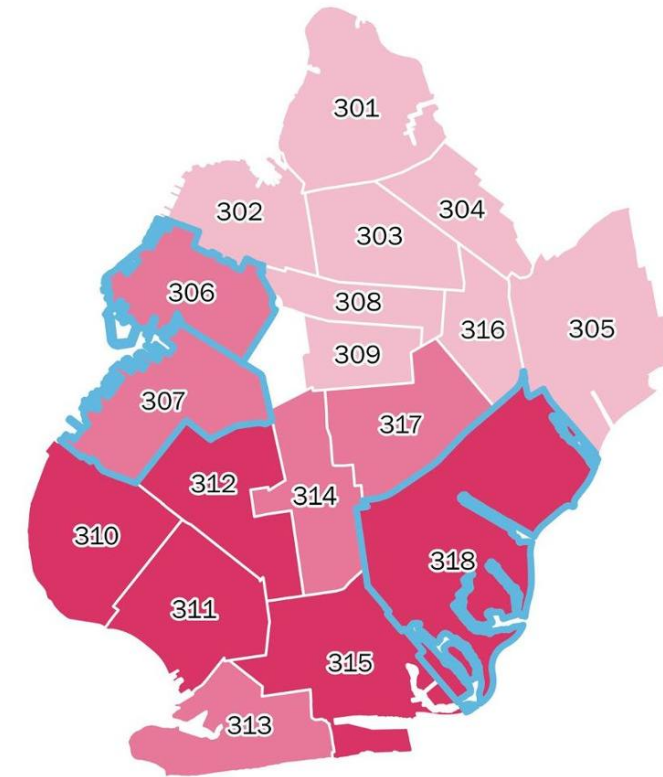
2030 Targets: Bronx

Bronx community districts	Neighborhoods	Limited Affordability Area status	Growth cohort	Total homes, 2025	Five-year total goal	Affordable	Deeply affordable	For households experiencing homelessness
CD1	Melrose, Mott Haven, Port Morris	Not LAA	High	44,145	4,415	1,105	330	165
CD2	Longwood, Hunts Point	Not LAA	High	21,045	2,105	525	160	80
CD3	Morrisania	Not LAA	High	37,315	3,730	935	280	140
CD4	Highbridge & Concourse	Not LAA	High	58,965	5,895	1,475	440	220
CD5	Morris Heights & Mount Hope	Not LAA	High	51,310	5,130	1,285	385	190
CD6	Tremont, Belmont, West Farms	Not LAA	High	36,680	3,670	915	275	140
CD7	Fordham, Bedford Park, Norwood	Not LAA	High	57,530	5,755	1,440	430	215
CD8	Riverdale, Kingsbridge, Marble Hill	Not LAA	Medium	46,585	4,075	1,020	305	155
CD9	Soundview & Parkchester	Not LAA	Medium	70,650	6,180	1,545	465	230
CD10	Co-op City & Throgs Neck	Not LAA	Low	55,290	3,970	990	300	150
CD11	Pelham Parkway & Morris Park	Not LAA	Low	45,650	3,525	880	265	130
CD12	Wakefield, Williamsbridge, Eastchester	Not LAA	Medium	63,565	5,560	1,390	415	210



2030 Targets: Brooklyn

Brooklyn community districts	Neighborhoods	Limited Affordability Area status	Growth cohort	Total homes, 2025	Five-year total goal	Affordable	Deeply affordable	For households experiencing homelessness
CD1	Williamsburg & Greenpoint	Not LAA	High	102,700	10,270	2,565	770	385
CD2	Downtown Brooklyn & Fort Greene	Not LAA	High	80,595	8,060	2,015	605	300
CD3	Bedford-Stuyvesant	Not LAA	High	79,730	7,975	1,995	600	300
CD4	Bushwick	Not LAA	High	50,535	5,055	1,265	380	190
CD5	East New York & Cypress Hills	Not LAA	High	80,245	8,025	2,005	600	300
CD6	Park Slope & Carroll Gardens	LAA	Medium	56,530	6,185	1,545	465	230
CD7	Sunset Park & Windsor Terrace	LAA	Medium	47,585	5,205	1,300	390	195
CD8	Crown Heights (North)	Not LAA	High	53,250	5,325	1,330	400	200
CD9	Crown Heights (South)	Not LAA	High	44,515	4,450	1,115	335	165



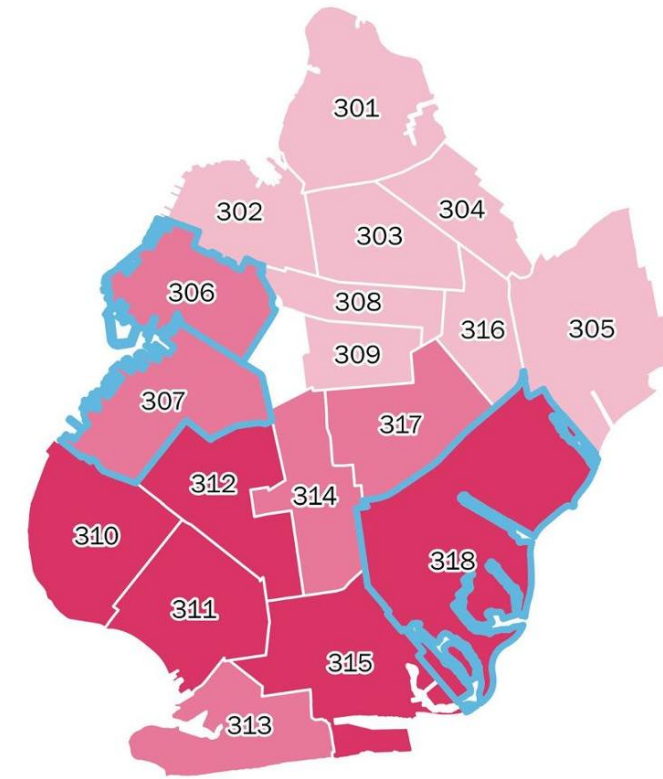
Limited Affordability Areas
 Low growth
 Medium growth
 High growth

Community district targets are non-binding five-year goals

2030 Targets: Brooklyn

Brooklyn community districts	Neighborhoods	Limited Affordability Area status	Growth cohort	Total homes, 2025	Five-year total goal	Affordable	Deeply affordable	For households experiencing homelessness
CD10	Bay Ridge & Dyker Heights	Not LAA	Low	56,110	3,865	965	290	145
CD11	Bensonhurst & Bath Beach	Not LAA	Low	72,195	5,500	1,375	410	205
CD12	Borough Park & Kensington	Not LAA	Low	64,110	5,165	1,290	385	195
CD13	Coney Island & Brighton Beach	Not LAA	Medium	48,910	4,280	1,070	320	160
CD14	Flatbush & Midwood	Not LAA	Medium	65,320	5,715	1,430	430	215
CD15	Sheepshead Bay & Gravesend (East)	Not LAA	Low	68,020	5,250	1,310	395	195
CD16	Ocean Hill & Brownsville	Not LAA	High	40,740	4,075	1,020	305	155
CD17	East Flatbush	Not LAA	Medium	66,740	5,840	1,460	440	220
CD18	Canarsie & Flatlands	LAA	Low	72,555	6,195	1,550	465	230

Community district targets are non-binding five-year goals

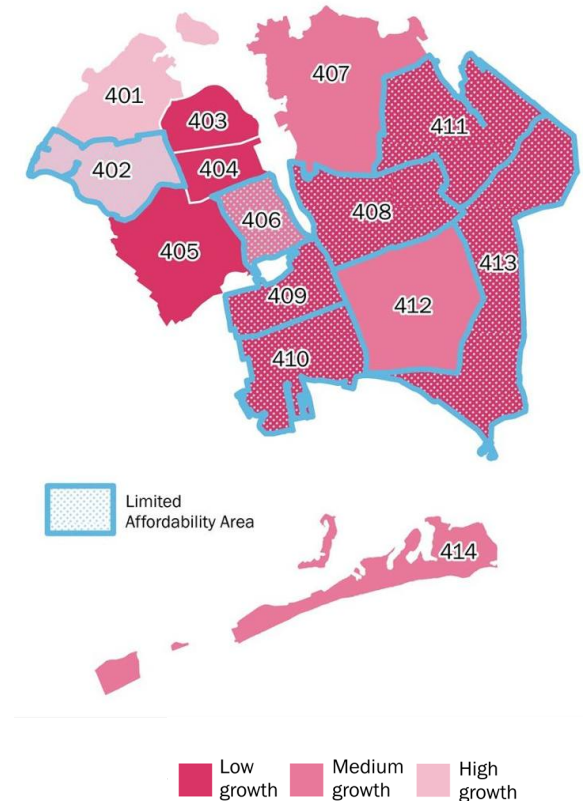


□ Limited Affordability Areas
 ■ Low growth
 ■ Medium growth
 ■ High growth

2030 Targets: Queens

Queens community districts	Neighborhoods	Limited Affordability Area status	Growth cohort	Total homes, 2025	Five-year total goal	Affordable	Deeply affordable	For households experiencing homelessness
CD1	Astoria & Queensbridge	Not LAA	High	98,880	9,890	2,470	740	370
CD2	Long Island City, Sunnyside, Woodside	LAA	High	73,150	9,145	2,285	685	345
CD3	Jackson Heights & East Elmhurst	Not LAA	Low	60,140	4,665	1,165	350	175
CD4	Elmhurst & Corona	Not LAA	Low	58,820	4,795	1,200	360	180
CD5	Ridgewood, Maspeth, Middle Village	Not LAA	Low	70,180	5,260	1,315	395	195
CD6	Forest Hills & Rego Park	LAA	Medium	58,555	6,405	1,600	480	240
CD7	Flushing, Murray Hill, Whitestone	Not LAA	Medium	105,980	9,275	2,320	695	350
CD8	Fresh Meadows, Hillcrest, Briarwood	LAA	Low	60,510	5,965	1,490	445	225

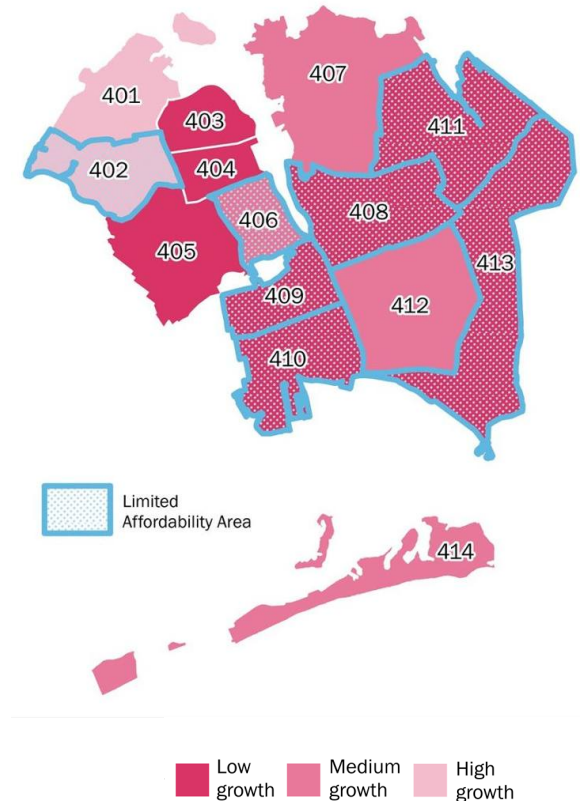
Community district targets are non-binding five-year goals



2030 Targets: Queens

Queens community districts	Neighborhoods	Limited Affordability Area status	Growth cohort	Total homes, 2025	Five-year total goal	Affordable	Deeply affordable	For households experiencing homelessness
CD9	Kew Gardens, Richmond Hill, Woodhaven	LAA	Low	51,415	4,695	1,175	350	175
CD10	South Ozone Park & Howard Beach	LAA	Low	43,490	3,765	940	280	140
CD11	Auburndale, Bayside, Douglaston	LAA	Low	47,830	4,330	1,080	325	160
CD12	Jamaica, St. Albans, Hollis	Not LAA	Medium	91,285	7,990	1,995	600	300
CD13	Queens Village, Bellerose, Rosedale	LAA	Low	66,590	5,755	1,440	430	215
CD14	The Rockaways	Not LAA	Medium	51,670	4,520	1,130	340	170

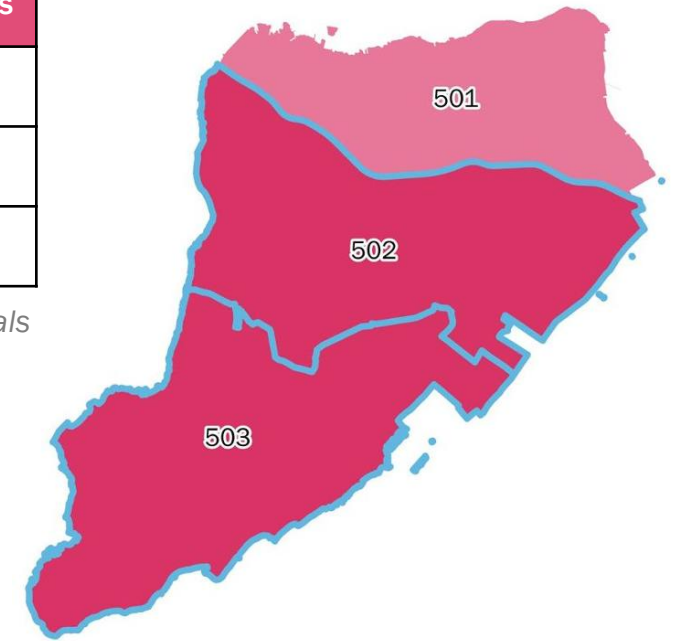
Community district targets are non-binding five-year goals



2030 Targets: Staten Island

Staten Island community districts	Neighborhoods	Limited Affordability Area status	Growth cohort	Total homes, 2025	Five-year total goal	Affordable	Deeply affordable	For households experiencing homelessness
CD1	North Shore	Not LAA	Medium	70,155	6,140	1,535	460	230
CD2	Mid-Island	LAA	Low	52,095	5,015	1,255	375	190
CD3	South Shore	LAA	Low	63,910	6,520	1,630	490	245

Community district targets are non-binding five-year goals



 Limited Affordability Areas
 Low growth
 Medium growth
 High growth

Chapter 4: Strategic equity framework



Strategic equity framework (SEF)

The City recently announced its plans to tackle the housing crisis in **Block by Block: A Housing Plan for a New Era** and — pursuant to Local Law 167— updated its citywide fair housing plan, **Where We Live 2025**.

Local Law 167 also requires the City to publish a "Strategic Equity Framework" (SEF), which must **identify obstacles** that limit progress towards fair housing and **outline the strategies** necessary to overcome them.

The SEF applies the principles from *Block by Block* and *Where We Live* at the **neighborhood level** and to **specific at-risk populations**.

It can guide those involved at all levels of the land use process to ensure the benefits of growth give New Yorkers **access to every neighborhood** and **help those who struggle the most** in our housing market.

Identifying geographic and demographic obstacles and how to overcome them

The SEF uses a three-pronged approach to assess fair housing across NYC

Mobility

make it easier for New Yorkers to move to a neighborhood of their choice, regardless of their income or household type



Stability

make it easier for New Yorkers to stay in their homes and neighborhoods



Neighborhood Equity

address capital and programmatic disinvestments that have left some neighborhoods with fewer resources than others and contributed to structural inequality



I. Mobility strategies

Some neighborhoods are out of reach for most New Yorkers, requiring neighborhood-specific interventions



Many NYC neighborhoods only have a few housing types

The City has recently pursued legislative, zoning, and code changes to make it easier to diversify housing types in neighborhoods that have too few rentals, limiting who can move there. However, more must be done to ensure that all neighborhoods have a variety of housing options for people who are looking to move.

Strategy: Create legal, high-quality shared housing close to job centers where there is high demand for housing from young professionals and other households in transition

Strategy: Create more low- and moderate-cost homeownership, including co-ops with community land trusts, where homeownership is rare and the opportunities that do exist are not affordable

Strategy: Make it easier to build rental units, like backyard and basement rental apartments (Accessory Dwelling Units) in low-density neighborhoods that are mostly owner-occupied

Strategy: Encourage larger rental units in neighborhoods with the fewest "family size" homes

Where: neighborhoods where opportunities are limited based on the housing types available there today

Low-cost housing is concentrated in a handful of neighborhoods

Low-income New Yorkers cannot move to most neighborhoods. Prioritizing affordable housing in Limited Affordability Areas and implementing the Affordable Housing Fast Track will help.

Strategy: Finance 100% affordable housing in low-growth areas with very little low-cost housing

Strategy: Increase the number of homes that can be built—and trigger requirements for permanently affordable housing in new housing projects— by rezoning areas with the least new affordable housing

Strategy: Finance the construction of mixed-income housing

Where: Limited Affordability Areas (see slide 31 map for more information) **and the Fast Track Districts**

New Yorkers with rental assistance often cannot choose homes in the neighborhoods they want

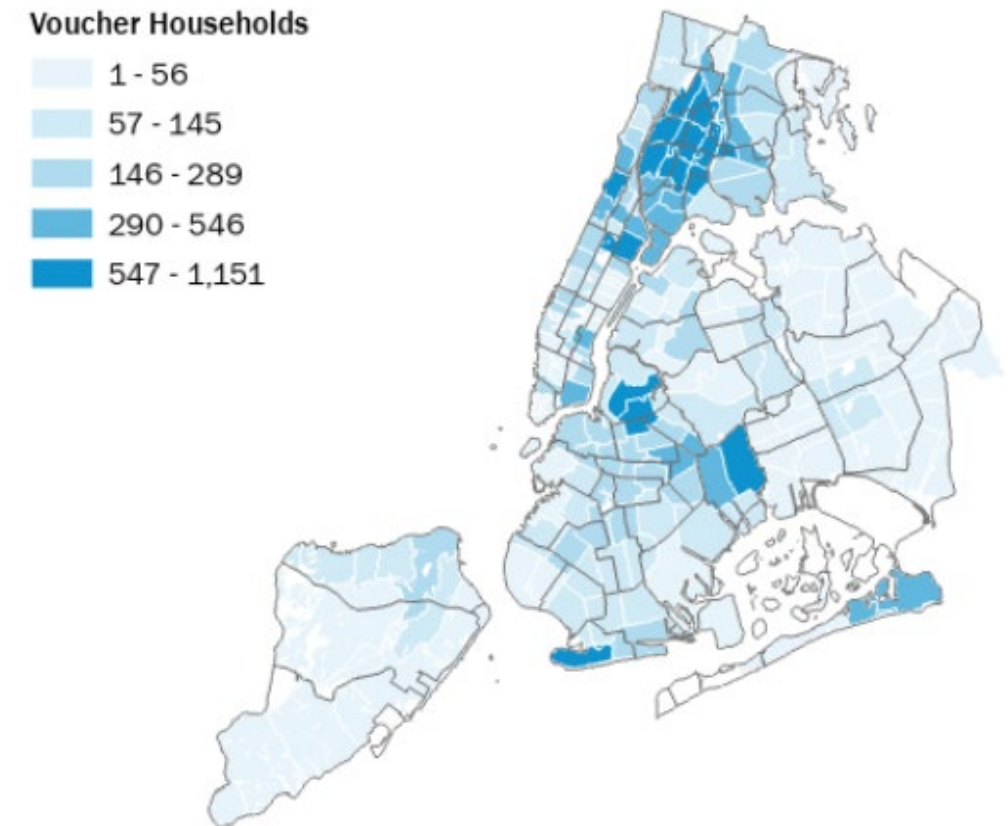
People with housing vouchers are often illegally turned away by landlords and brokers. The City has increased resources for source of income testing to root out discrimination and is updating its program requirements to increase choice.

Strategy: Support rigorous NYC Human Rights Law enforcement including through testing and prosecutions to expand housing opportunities

Strategy: Let New Yorkers with rental assistance choose the neighborhood best for them rather than telling them where they should or should not live

Where: Citywide

Figure 4.2: Voucher household utilization by zip code



Source: NYC Department of Housing Preservation & Development (HPD) Office of Housing Access and Stability (2026)

II. Stability strategies

Certain demographic groups are more likely to struggle to stay in their homes and neighborhoods, requiring population-based interventions



There are disparities in housing quality based on race, age, and disability

Black and Hispanic New Yorkers, older New Yorkers, and those with disabilities disproportionately live in poorer quality housing. The City announced a package of improvements to strengthen tenant protections, improve housing quality and hold negligent landlords accountable. Proactive and holistic outreach to the New Yorkers who are less likely to call the city for help, because they distrust government or have uncertain immigration status, will help ensure that code enforcement is best targeted.

Strategy: Align the agency's proactive enforcement criteria to target buildings with high rates of distress

Strategy: Conduct proactive cross-agency enforcement where owners have been unresponsive

Who: New Yorkers living in poor quality housing and those who are less likely to call 311

Older adults, people with disabilities, & children are most vulnerable to rising heat

At least 225,000 households across the city don't have air conditioning at home. Many who do cannot afford to run their air conditioners because of energy costs. The City Council recently passed Cool Homes for All (Local Law 23 of 2026), and the City has committed to building additional community resiliency hubs in neighborhoods that need them.

Strategy: Help the most at-risk New Yorkers pay for air conditioners and related utilities

Strategy: Ensure New Yorkers have access to safe spaces such as community resiliency hubs during heat emergencies

Who: Older adults, people with disabilities, and households with very young children

Much of the housing stock is inaccessible to New Yorkers with limited physical mobility

More New Yorkers have physical mobility challenges than in the past, and yet two-thirds of homes citywide are reachable only with stairs. It is difficult and expensive to make existing buildings accessible. The City has committed to a series of reforms to the building, construction, and housing codes to increase accessibility.

Strategy: Make it easier and less expensive to build elevators in new housing, even where elevators are not legally required

Strategy: Find new ways to retrofit existing walkup buildings to make them accessible

Who: New Yorkers with mobility issues, including older adults



III. Neighborhood Equity strategies

The planning and development of housing should come with the resources and amenities necessary for people to thrive



People and neighborhoods need more than just housing

Housing needs to be paired with other types of investment. When City agencies plan and budget separately, their work can be siloed, and affordable housing is built without the resources and services people need nearby, such as parks, community facilities, and retail.

The City has committed to launching a suite of strategies to improve neighborhood conditions in areas where it has made significant affordable housing investments and is launching an intensive, interagency planning process to improve housing quality and stability in the Bronx.

Strategy: Improve quality of life through investments in streets, sidewalks, and public spaces and increasing access to services in areas with lots of affordable housing

Strategy: As required by recent City Charter changes, integrate the strategies from Where We Live and the FHGS into the next Ten-Year Capital Strategy

Where: Neighborhoods with high concentrations of affordable housing

Climate change increases risk to households with the fewest resources

The City needs to build more housing—but not in ways that put historically marginalized communities at greater risk from flooding and other climate hazards. The City has developed climate resilience strategies to help residents relocate from the highest-risk flood areas, reduce heat risks in high-heat neighborhoods, and address rising flood insurance costs.

Strategy: Use the City's climate-focused planning and resilient building design to guide safe, smart growth in areas prone to flooding

Where: Coastal flood-prone areas

Thank you!

Questions?

wherewelivenyc@hpd.nyc.gov

Learn more

nyc.gov/wherewellive



Proposed Rule – Rules regarding Sidewalk Shed Designs

From Andrea Maggio (Buildings)

Date Wed 8/19/2026 4:40 PM

 1 attachment (204 KB)

Proposed Rule - Rules regarding Sidewalk Shed Designs.pdf;

PLS NOTE: This email notification of this proposed rule was originally sent on Monday 8/17/26. You are receiving this updated email because the date of publication in the City Record has changed. Proposed Rule – Rules regarding Sidewalk Shed Designs will now be published in the City Record on **Thursday 8/20/26**. The date and time of the rule hearing **remains the same, Thursday 9/24/26 at 11am.**

In the attached proposed rule there are six (6) pdf links regarding accepted Standard Design Packages. Those links will go live when the proposed rule is expected to be published at 9am tomorrow.

Thank you,
Andrea

Proposed Rule – Rules regarding Sidewalk Shed Designs will have a public hearing remotely via Microsoft Teams on Thursday 9/24/26 at 11 a.m. The Proposed Rule will be published in the City Record on Thursday 8/20/26.

Thank you,
Andrea

Andrea Maggio
Executive Assistant | Rules Coordinator
General Counsel's Office
NYC Department of Buildings

NEW YORK CITY DEPARTMENT OF BUILDINGS

Notice of Public Hearing and Opportunity to Comment on Proposed Rule

What are we proposing? The Department of Buildings (DOB) is proposing to add a new section 3307-03 to Chapter 3300 of Title 1 of the Rules of the City of New York regarding approved sidewalk shed designs.

When and where is the hearing? DOB will hold a public hearing on the proposed rule online. The public hearing will take place at 11am on 9/24/26.

- Join through Internet – Desktop app:

To join the hearing via your browser either click on the following link or copy and paste it into your browser's address bar. Then follow the prompts to either continue using the browser or download/open the Teams desktop app.

[Hearing Registration link](#)

Or copy and paste below link into browser:

<https://events.qcc.teams.microsoft.com/event/2343d352-c2b9-417e-bbaf-e26bc39b5e9b@32f56fc7-5f81-4e22-a95b-15da66513bef?source=copyLinkLegacyShareLinkDialog>

Enter your name when prompted and click the **“Join now”** button. If you don't have computer audio or prefer to phone in for audio, select **“Phone audio”** under **“Other join options”** then click the **“Join now”** button. You will first be placed in a waiting status in the virtual lobby, then be admitted when the hearing begins. If you are using phone audio then follow the dial-in instructions when prompted.

If you have low bandwidth or inconsistent Internet connection, we suggest you use the

Phone audio option for the hearing. This will reduce the possibility of dropped audio and stutters.

- Join through Internet - Smartphone app:

To join using the Microsoft Teams app on your smartphone, click on the following URL link from your phone to automatically open the Teams app. Note that the Microsoft Teams app must already be installed on your smartphone. It is available for free both in the Apple Store and Google Play.

[Hearing Registration link](#)

When prompted select “Join meeting”. Type your name and then select “Join meeting” again. You will first be placed in a waiting status in the virtual lobby, then be admitted when the hearing begins.

PLEASE NOTE: The above links are used to register for the hearing. Once registered, you will receive a confirmation email that will include a link to join the hearing. If you should run into technical difficulties when using the above links to register or you do not receive the registration confirmation email with your link to join the hearing, please use one of the following alternative methods to join the hearing. You should receive the confirmation email within a short time of registering. Please check your junk email folder too if you do not see the email in your inbox. Best practice is to register for the hearing prior to the actual hearing date.

Alternatively, open the Teams app and select “Join a meeting”. Signing in with an account is not required. Type your name, the following Meeting ID and Passcode, then select “Join meeting”.

Meeting ID: 241 314 690 642 012

Passcode: bV2zT3AN (Code is case sensitive)

- Join via phone only:

To join the meeting only by phone, use the following information to connect:

Phone: 646-893-7101

Phone Conference ID: 157 044 371#

You will first be placed in a waiting status in the virtual lobby, then be admitted when the hearing begins.

How do I comment on the proposed rules? Anyone can comment on the proposed rules by:

- **Website.** You can submit comments to the DOB through the NYC rules website at <http://rules.cityofnewyork.us>.
- **Email.** You can email comments to dobrules@buildings.nyc.gov.
- **Mail.** You can mail comments to the New York City Department of Buildings, Office of the General Counsel, 280 Broadway, 7th floor, New York, NY 10007.
- **By speaking at the hearing.** Anyone who wants to comment on the proposed rule at the public hearing must sign up to speak. You can sign up by emailing dobrules@buildings.nyc.gov by 9/17/26 and including your name and affiliation.

While you will be given the opportunity during the hearing to indicate that you would like to provide comments, we prefer that you sign up in advance. You can speak for up to three minutes. Please note that the hearing is for accepting oral testimony only and is not held in a “Question and Answer” format.

Is there a deadline to submit comments? Yes, you must submit comments by 9/24/26.

What if I need assistance to participate in the hearing? You must tell the Office of the General Counsel if you need a reasonable accommodation of a disability at the hearing. You can tell us by email at dobrules@buildings.nyc.gov. Advance notice is requested to allow sufficient time to arrange the accommodation. You must tell us by 9/10/26.

This location has the following accessibility option(s) available: Simultaneous transcription for people who are hearing impaired, and audio only access for those who are visually impaired.

Can I review the comments made on the proposed rules? You can review the comments made online on the proposed rules by going to the website at <http://rules.cityofnewyork.us/>. Copies of all comments submitted online, copies of all written comments and a summary of oral comments concerning the proposed rule will be available to the public at the Office of the General Counsel and may be requested by email at dobrules@buildings.nyc.gov.

What authorizes DOB to make this rule? Sections 643 and 1043(a) of the City Charter and section 3307.6.4 of the New York City Building Code authorize DOB to make this proposed rule. This proposed rule was included in DOB’s regulatory agenda for Fiscal Year ’26.

Where can I find DOB’s rules? DOB’s rules are in Title 1 of the Rules of the City of New York.

What rules govern the rulemaking process? DOB must meet the requirements of Section 1043 of the City Charter when creating or changing rules. This notice is made according to the requirements of Section 1043(b) of the City Charter.

Statement of Basis and Purpose of Proposed Rule

Local Law 47 of 2025 (“LL 47”) required the Department of Buildings (“the Department”) to evaluate sidewalk shed designs to determine whether improvements over existing shed designs can be made to improve the pedestrian experience without diminishing the safety of the sidewalk shed.

LL 47 amended section 3307.6.4 of the New York City Building Code (“Building Code”) to allow the Department to promulgate rules adding to, deleting or modifying the requirements set forth in sections 3307.6.4.1 through 3307.6.4.11 of the Building Code as necessary to support the implementation of new sidewalk shed designs.

The Department is proposing a new rule to establish requirements for the use of Standard Design Packages for sidewalk sheds developed as part of the Department’s 2025 sidewalk shed design study required by LL 47.

Sidewalk sheds are required by the Building Code in certain circumstances to protect pedestrians and the public from hazards associated with construction, alteration, maintenance, and façade work. While sidewalk sheds serve an important public safety function, traditional shed designs can substantially affect the pedestrian environment, including access to light, visibility, sidewalk space and the appearance of the streetscape.

The Department’s 2025 sidewalk shed design study evaluated alternative sidewalk shed configurations intended to maintain the level of public protection required by the Building Code while improving the pedestrian experience and providing additional options for the design and installation of sidewalk sheds. The study resulted in the development of the following six standardized sidewalk shed designs:

1. Air Shed,
2. Baseline Shed,
3. Flex Shed,
4. Rigid Shed,
5. Speed Shed, and
6. Wide Baseline Shed.

The proposed rule would make these alternative designs available for practical use while maintaining the Building Code's public safety requirements and the responsibility of registered design professionals for site-specific conditions. Standardizing these designs will provide designers, contractors, owners, and Department staff with clear and consistent requirements for their permitting, installation, inspection, and use.

Under the proposed rule, a registered design professional may use an applicable Standard Design Package to design a sidewalk shed. The construction documents may incorporate drawings, details, schedules, notes, specifications, and other technical information contained in the applicable Standard Design Package. The registered design professional would remain responsible for the project-specific application of the Standard Design Package and for the accuracy and completeness of the construction documents submitted to the Department.

The proposed rule also requires the registered design professional to evaluate conditions specific to each installation, including foundations, shims, sidewalk vaults, utility structures, dimensions, loads, and other site conditions. Where an installation deviates

from the applicable Standard Design Package, the deviation must be identified on the construction documents and supported by project-specific engineering demonstrating compliance with the Building Code.

The rule coordinates the Standard Design Packages with the existing requirements of Section 3307.6 of the Building Code. Except where specifically modified by the rule, the applicable requirements of Section 3307.6 still apply. The rule identifies those requirements for which the specifications contained in a Standard Design Package may be used, including requirements relating to structural members, decking, parapets, height, and lighting.

Light Duty and Extra Light Duty Sheds

- Light duty sheds may only be used where the work being protected is performed at a height of less than 100 feet above grade.
- Extra light duty sheds are limited to buildings fewer than seven stories in height where the highest point of the work is less than 100 feet above grade and may only be used in connection with façade inspection, maintenance, repair, or restoration work.

Storage of materials, equipment, or supplies is not permitted on light duty or extra light duty sheds.

Heavy Duty Sheds

- For heavy duty sidewalk sheds where materials or equipment will be stored or placed on the shed, the rule preserves the applicable Building Code requirements governing storage loads and requires the registered design professional to account for project-specific storage conditions. This approach permits the structural engineering incorporated into a Standard Design Package to be relied upon where applicable while preserving the Building Code's required capacity for storage and other imposed loads.

The proposed rule also addresses inspection, special inspection, alternative decking materials, corrosion-resistant fasteners, weather sealing, and field modifications. Sidewalk shed designs that do not utilize one of the Standard Design Packages may still be used but must fully comply with Section 3307.6 of the Building Code without relying upon the modifications provided by this rule.

The Department of Buildings' authority for these rules is found in sections 643, 645, and 1043 of the New York City Charter and section 3307.6.4 of the New York City Building Code.

New material is underlined.

“Shall” and “must” denote mandatory requirements and may be used interchangeably in the rules of this department, unless otherwise specified or unless the context clearly indicates otherwise.

Section 1. Chapter 3300 of Title 1 of the Rules of the City of New York is amended by adding a new section 3307-03 to read as follows:

§ 3307-03 Requirements for Sidewalk Sheds Based on Standard Sidewalk Shed Design Packages.

(a) Definitions. For purposes of this section, the term “standard design package” means one of the six standard sidewalk shed designs developed from the Department’s 2025 sidewalk shed design study for use in New York City and listed in subdivision (b) of this section.

(b) Standard design packages. The Department accepts the following Standard Design Packages that may be accessed using the hyperlinks provided below:

- (1) Air Shed: <https://www.nyc.gov/assets/buildings/pdf/air-shed-design.pdf>
- (2) Baseline Shed: <https://www.nyc.gov/assets/buildings/pdf/baseline-shed-design.pdf>
- (3) Flex Shed: <https://www.nyc.gov/assets/buildings/pdf/flex-shed-design.pdf>
- (4) Rigid Shed: <https://www.nyc.gov/assets/buildings/pdf/rigid-shed-design.pdf>
- (5) Speed Shed: <https://www.nyc.gov/assets/buildings/pdf/speed-shed-design.pdf>
- (6) Wide Baseline Shed: <https://www.nyc.gov/assets/buildings/pdf/wide-shed-design.pdf>

(c) Use of standard design packages. A registered design professional may utilize one of the six Standard Design Packages as the basis for the design of a sidewalk shed.

(1) The construction documents that the registered design professional submits to the Department may incorporate the applicable drawings, details, schedules, notes, specifications, and other technical information contained in the selected Standard Design Package, provided the construction documents clearly identify the specific Standard Design Package being utilized.

(2) The registered design professional must supplement the Standard Design Package with project-specific construction documents identifying all information necessary to demonstrate conformance with this section, including, but not limited to, the selected design configuration, dimensions, foundation conditions, storage loads, and any other project-specific information required by this section.

(3) Where the proposed installation deviates from the selected Standard Design Package, such deviations must be clearly identified on the construction documents and supported by project-specific engineering demonstrating compliance with the New York City Building Code ("Building Code").

(4) Drawings, details, notes, schedules, and specifications reproduced from a Standard Design Package may not be modified except where such modification is clearly identified on the construction documents and supported by project-specific engineering required by this section.

(5) Nothing in this section relieves the registered design professional of responsibility for the project-specific application of the Standard Design Package or for the accuracy and completeness of the construction documents submitted to the Department.

(d) Site-specific design. A site-specific design must be prepared by a registered design professional for each installation. The registered design professional must verify that existing site conditions, including foundations, shims, sidewalk vaults, utility structures and similar features are compatible with the selected design.

(1) Permit application. The site-specific design must be detailed on construction documents submitted as part of the permit application for the sidewalk shed.

(2) Construction documents. The construction documents must, at a minimum, include all information required by Section 3307.6.4.1 of the Building Code and must identify the live load duty classification of the selected Standard Design Package. Design and storage loads must be in accordance with subparagraph (i) of paragraph (3) of this subdivision and the applicable provisions of Section 3307.6.4.2 of the Building Code.

(3) Design conformance. The design must comply with all of the details, notes, and stipulations contained in the selected Standard Design Package. All applicable provisions of Section 3307.6 of the Building Code remain applicable except as specified in this paragraph.

(i) A sidewalk shed installed pursuant to this section must comply with the applicable design and storage load requirements of Section 3307.6.4.2 of the Building Code. The registered design professional must identify on the construction documents any areas intended for material or equipment storage or placement on a sidewalk shed, along with any stipulations and restrictions. Where materials or equipment are to be stored or placed on a heavy duty sidewalk shed, such storage or placement must comply with Section 3307.6.4.2.2 of the Building Code, and the registered design professional must verify, by project-specific structural analysis, that the required live-load capacity, including a minimum reserve capacity of 150

pounds per square foot, is maintained after accounting for the proposed storage or placement loads. Where the proposed installation otherwise conforms to the selected Standard Design Package, no further analysis of the Building Code Chapter 16 design loads incorporated into the Standard Design Package is required. Deviations from the selected Standard Design Package must be supported by project-specific engineering compliance with the Building Code. No storage or placement is allowed on a shed designed as a light duty or extra light duty sidewalk shed.

(ii) In lieu of complying with the vertical member and beam requirements of items 2, 7, and 8 of Section 3307.6.4.4 of the Building Code, a sidewalk shed must instead comply with the vertical member and beam requirements specified in the selected Standard Design Package.

(iii) In lieu of complying with the decking requirements of items 1 through 4 of Section 3307.6.4.5 of the Building Code, a sidewalk shed must instead conform to the decking requirements specified in the selected Standard Design Package.

(iv) Where the selected Standard Design Package does not require a parapet, the sidewalk shed is exempt from the parapet requirements of Section 3307.6.4.6 of the Building Code. Where a parapet is not required, the shed is also exempt from the signage and artwork requirements of Sections 3301.9.2 and 3307.11 of the Building Code. Where the selected Standard Design Package provides an option for a parapet and a parapet is voluntarily installed on the shed, the parapet must conform to the parapet requirements specified in such Standard Design Package. Where a parapet is not required, and the selected Standard Design Package does not provide an option for a parapet, any parapet voluntarily installed on the sidewalk shed must meet the parapet requirements of Section 3307.6.4.6 of the Building Code.

(v) In lieu of complying with the height requirements of Section 3307.6.4.7 of the Building Code, a sidewalk shed must instead conform to the height requirements specified in the selected Standard Design Package.

(vi) In lieu of complying with the lighting requirements of Section 3307.6.4.8 of the Building Code, a sidewalk shed must instead conform to the lighting requirements specified in the selected Standard Design Package.

(e) Light duty and extra light duty sheds. A sidewalk shed classified as a light duty shed in the selected Standard Design Package may only be installed to protect from work performed at a height of less than 100 feet (30 480 mm) above the ground. A sidewalk shed classified as an extra light duty shed in the selected Standard Design Package may

only be installed in connection with buildings fewer than seven stories in height, where the highest point of such work is less than 100 feet (30 480 mm) above ground. Extra light duty sidewalk sheds may only be installed to protect pedestrians from façade inspection, maintenance, repair or restoration work. No storage of materials, equipment, or supplies is permitted on light duty or extra light duty sidewalk sheds.

(f) Installation inspection. The person who performs the inspection required by Section 3307.6.5.7 of the Building Code must be a registered design professional.

(g) Inspection following an adjustment or repair. The person who performs the inspection required by Section 3307.6.5.9 of the Building Code must be a registered design professional.

(h) Special inspection. Sidewalk sheds installed pursuant to this section are subject to all applicable special inspection requirements, including but not limited to those for welding, bolts, and steel fabrication.

(i) Approval of alternative decking materials. Where decking material other than that specified in the selected Standard Design Package is intended to be utilized, special approval of the Department must be obtained prior to the installation of the material.

(j) Corrosion-resistant fasteners. Only corrosion-resistant fasteners may be used.

(k) Weather sealant tape. All joints in transparent decking panels or transparent parapet panels must be sealed with transparent weather sealant tape.

(l) Other designs. Nothing in this section prohibits the design of a sidewalk shed that differs from one of the standard design packages. However, such other shed must fully comply with the requirements of Section 3307.6 of the Building Code and cannot utilize the exemptions specified in paragraph (3) of subdivision (d) of this section.

(m) Field modifications. No modification to a standard sidewalk shed design may be made unless expressly permitted by the selected Standard Design Package or approved by the registered design professional.

**NEW YORK CITY MAYOR'S OFFICE OF OPERATIONS
253 BROADWAY, 10th FLOOR
NEW YORK, NY 10007
212-788-1400**

**CERTIFICATION / ANALYSIS
PURSUANT TO CHARTER SECTION 1043(d)**

RULE TITLE: Rules Regarding Sidewalk Shed Designs

REFERENCE NUMBER: DOB-219

RULEMAKING AGENCY: Department of Buildings

I certify that this office has analyzed the proposed rule referenced above as required by Section 1043(d) of the New York City Charter, and that the proposed rule referenced above:

- (i) Is understandable and written in plain language for the discrete regulated community or communities;
- (ii) Minimizes compliance costs for the discrete regulated community or communities consistent with achieving the stated purpose of the rule; and
- (iii) Does not provide a cure period because it does not establish a violation, modification of a violation, or modification of the penalties associated with a violation.

/s/ Francisco X. Navarro
Mayor's Office of Operations

August 12, 2026
Date

**NEW YORK CITY LAW DEPARTMENT
DIVISION OF LEGAL COUNSEL
100 CHURCH STREET
NEW YORK, NY 10007
212-356-4028**

**CERTIFICATION PURSUANT TO
CHARTER §1043(d)**

RULE TITLE: Rules Regarding Sidewalk Shed Designs

REFERENCE NUMBER: 2026 RG 060

RULEMAKING AGENCY: Department of Buildings

I certify that this office has reviewed the above-referenced proposed rule as required by section 1043(d) of the New York City Charter, and that the above-referenced proposed rule:

- (i) is drafted so as to accomplish the purpose of the authorizing provisions of law;
- (ii) is not in conflict with other applicable rules;
- (iii) to the extent practicable and appropriate, is narrowly drawn to achieve its stated purpose; and
- (iv) to the extent practicable and appropriate, contains a statement of basis and purpose that provides a clear explanation of the rule and the requirements imposed by the rule.

/s/ STEVEN GOULDEN
Senior Counsel

Date: August 12, 2026

Proposed Rule - Amendment of Rules relating to Sidewalk Sheds

From Andrea Maggio (Buildings)

Date Fri 3/20/2026 3:30 PM

 1 attachment (294 KB)

Proposed Rules - Amendment of Rules relating to Sidewalk Sheds.pdf;

Proposed Rule - Amendment of Rules relating to Sidewalk Sheds will have a public hearing remotely via Microsoft Teams on Monday 4/27/26 at 11 a.m. The Proposed Rule will be published in the City Record on Friday 3/27/26.

Thank you,
Andrea

Andrea Maggio
Executive Assistant I Rules Coordinator
General Counsel's Office
NYC Department of Buildings

NEW YORK CITY DEPARTMENT OF BUILDINGS

Notice of Public Hearing and Opportunity to Comment on Proposed Rules

What are we proposing? The Department of Buildings (DOB) is proposing to add a new section 102-07 to Subchapter B of Chapter 100 of Title 1 of the Rules of the City of New York regarding sidewalk shed permit renewal requirements, fees and penalties.

When and where is the hearing? DOB will hold a public hearing on the proposed rule online. The public hearing will take place at 11am on 4/27/26.

- **Join through Internet – Desktop app:**

To join the hearing via your browser either click on the following URL link or copy and paste it into your browser's address bar. Then follow the prompts to either continue using the browser or download/open the Teams desktop app.

<https://events.gcc.teams.microsoft.com/event/e58290d2-0547-4483-a343-36de73a33e71@32f56fc7-5f81-4e22-a95b-15da66513bef>

Enter your name when prompted and click the **“Join now”** button. If you don't have computer audio or prefer to phone in for audio, select **“Phone audio”** under **“Other join options”** then click the **“Join now”** button. You will first be placed in a waiting status in the virtual lobby, then be admitted when the hearing begins. If you are using phone audio then follow the dial-in instructions when prompted.

If you have low bandwidth or inconsistent Internet connection, we suggest you use the Phone audio option for the hearing. This will reduce the possibility of dropped audio and stutters.

- **Join through Internet - Smartphone app:**

To join using the Microsoft Teams app on your smartphone, click on the following URL link from your phone to automatically open the Teams app. Note that the Microsoft Teams app must already be installed on your smartphone. It is available for free both in the Apple Store and Google Play.

<https://events.gcc.teams.microsoft.com/event/e58290d2-0547-4483-a343-36de73a33e71@32f56fc7-5f81-4e22-a95b-15da66513bef>

When prompted select “Join meeting”. Type your name and then select “Join meeting” again. You will first be placed in a waiting status in the virtual lobby, then be admitted when the hearing begins.

PLEASE NOTE: The above links are used to register for the hearing. Once registered, you will receive a confirmation email that will include a link to join the hearing. If you should run into technical difficulties when using the above links to register or you do not receive the registration confirmation email with your link to join the hearing, please use one of the following alternative methods to join the hearing. You should receive the confirmation email within a short time of registering. Please check your junk email

folder too if you do not see the email in your inbox. Best practice is to register for the hearing prior to the actual hearing date.

Alternatively, open the Teams app and select “Join a meeting”. Signing in with an account is not required. Type your name, the following Meeting ID and Passcode, then select “Join meeting”.

Meeting ID: 230 125 250 768 17

Passcode: Hh6MG6dE (Code is case sensitive)

- Join via phone only:

To join the meeting only by phone, use the following information to connect:

Phone: 646-893-7101

Phone Conference ID: 804 634 172#

You will first be placed in a waiting status in the virtual lobby, then be admitted when the hearing begins.

How do I comment on the proposed rules? Anyone can comment on the proposed rules by:

- **Website.** You can submit comments to the DOB through the NYC rules website at <http://rules.cityofnewyork.us>.
- **Email.** You can email comments to dobrules@buildings.nyc.gov.
- **Mail.** You can mail comments to the New York City Department of Buildings, Office of the General Counsel, 280 Broadway, 7th floor, New York, NY 10007.
- **Speaking at the hearing.** Anyone who wants to comment on the proposed rule at the public hearing must sign up to speak. You can sign up by emailing dobrules@buildings.nyc.gov by 4/20/26 and including your name and affiliation. While you will be given the opportunity during the hearing to indicate that you would like to provide comments, we prefer that you sign up in advance. You can speak for up to three minutes. Please note that the hearing is for accepting oral testimony only and is not held in a “Question and Answer” format.

Is there a deadline to submit comments? Yes, you must submit comments by 4/27/26.

What if I need assistance to participate in the hearing? You must tell the Office of the General Counsel if you need a reasonable accommodation of a disability at the hearing. You can tell us by email at dobrules@buildings.nyc.gov. Advance notice is requested to allow sufficient time to arrange the accommodation. You must tell us by 4/13/26.

This location has the following accessibility option(s) available: Simultaneous transcription for people who are hearing impaired, and audio only access for those who are visually impaired.

Can I review the comments made on the proposed rules? You can review the comments made online on the proposed rules by going to the website at <http://rules.cityofnewyork.us/>. Copies of all comments submitted online, copies of all written comments and a summary of oral comments concerning the proposed rule will be available to the public at the Office of the General Counsel and may be requested by email at dobrules@buildings.nyc.gov.

What authorizes DOB to make this rule? Sections 643 and 1043(a) of the City Charter, Articles 112 and 220 of Title 28 of the New York City Administrative Code and section 106.8.3 of the New York City Building Code authorize DOB to make this proposed rule. The rule was included in the regulatory agenda for this Fiscal Year.

Where can I find DOB's rules? DOB's rules are in Title 1 of the Rules of the City of New York.

What rules govern the rulemaking process? DOB must meet the requirements of Section 1043 of the City Charter when creating or changing rules. This notice is made according to the requirements of Section 1043(b) of the City Charter.

STATEMENT OF BASIS AND PURPOSE OF RULE

On April 17, 2025, five local laws were approved by the mayor after being passed by the New York City Council. These five local laws are the basis of the “Get Sheds Down” initiative which seeks to remove older, outdated, and unnecessary sidewalk sheds from city sidewalks and buildings. Local Laws 48 (“LL48”) and 51 (“LL51”) of 2025, which became effective January 12, 2026, add penalties for sheds that remain in place where no active work is occurring and for failure to complete façade repairs in a timely manner.

Specifically, LL48 amended the New York City Administrative Code (Admin Code) and the New York City Building Code (Building Code) to establish penalties pertaining to sidewalk sheds in the public right-of-way. It also added language limiting sidewalk shed permits to a period of 90 days. LL48 added Article 220 to Title 28 of the Admin Code requiring building owners to conduct work to address the conditions for which a sidewalk shed permit is issued. If a building owner does not perform the necessary work during the permit period, they may be liable for penalties. This rule outlines the procedures for determining if work has been performed and for the assessment of penalties as required by Article 220.

LL51 amended Article 220 to establish a range of penalties that apply when an initial permit for the erection of a sidewalk shed in the public right-of-way is issued on or after January 12, 2026, and façade repairs are not commenced and completed in a timely manner as determined by the

Department. This rule establishes the procedures for assessing these penalties as directed in Article 220 of the Admin Code.

This rule proposes to establish civil penalties for the following:

- failure to perform work since prior permit issuance,
- failure to file acceptable progress report at permit renewal,
- failure to file complete construction documents for façade repairs,
- failure to file a complete permit application for façade repairs, and
- failure to complete permitted façade repair work.

The rule also proposes to include waiver and challenge processes for the civil penalties, including a fee to request such waiver.

Additionally, in accordance with the LL48 and LL51 requirements, this rule proposes to set out the following:

- the timing to perform work to address the condition for which the sidewalk shed permit was issued,
- the responsibilities of the registered design professional, including report requirements,
- the requirements for physical examinations, and
- the requirement for a work progress log.

Lastly, the rule proposes a process for extension requests for the milestones set out in section 28-220.2.1 of the Admin Code, as added by LL51, including fees to request such extensions.

The Department of Buildings' authority for these rules is found in sections 643 and 1043 of the New York City Charter, Articles 112 and 220 of Title 28 of the New York City Administrative Code and section 106.8.3 of the New York City Building Code.

New material is underlined.

[Deleted material is in brackets.]

Asterisks (***) indicate unamended text.

“Shall” and “must” denote mandatory requirements and may be used interchangeably in the rules of this department, unless otherwise specified or unless the context clearly indicates otherwise.

Section 1. Section 101-03 of subchapter A of chapter 100 of Title 1 of the Rules of the City of New York is amended by adding the following entries at the end of the table set forth in that section:

<u>Filing fee for an extension request for time to submit complete construction documents regarding repair of a façade condition pursuant to section 102-07 of</u>	<u>\$410</u>
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<u>the rules of the Department.</u>	
<u>Filing fee for an extension request for time to submit a complete permit application for the repair of a façade condition pursuant to section 102-07 of the rules of the Department.</u>	<u>\$465</u>
<u>Filing fee for an extension request for time to complete the repair of a façade within a two-year period pursuant to section 102-07 of the rules of the Department.</u>	<u>\$1,425</u>
<u>Filing fee for a progress report required for sidewalk shed permit renewal.</u>	<u>\$90</u>
<u>Filing fee for a request for a civil penalty waiver regarding a penalty issued pursuant to section 102-07 of the rules of the Department.</u>	<u>\$290</u>

§2. Subchapter B of chapter 100 of Title 1 of the Rules of the City of New York is amended by adding a new section 102-07 to read as follows:

§102-07 Sidewalk shed permit renewal requirements and penalties.

(a) Definitions. For the purposes of this section, the following terms have the following meanings.

Acceptable report. A report of a physical examination filed by a Registered Design Professional that meets the requirements of section 106.8.3 of the Building Code and this section, as determined by the Department.

Physical examination. An initial examination conducted by a Registered Design Professional, or a subsequent examination conducted by a Registered Design Professional or their designee, consisting of an in-person visual inspection to review the area of the premises with which the sidewalk shed is associated.

Registered Design Professional (“RDP”). A Professional Engineer or a Registered Architect as defined in section 28-101.5 of the Administrative Code and 101-07 of the Department’s rules. The RDP must be in good standing with the New York State Education Department and the Department.

Report of physical examination (“Report”). An initial or subsequent written report filed with the Department by an RDP that clearly documents the conditions observed during the physical

examination; areas that need repair, maintenance, or engineering monitoring such as immediate stabilization to protect the public; and any other requirements mandated by this section.

Underlying repair work (repair work). The repair work to correct the condition for which the sidewalk shed is required.

(b) Requirement to perform work to address the condition for which a permit was issued for a sidewalk shed in the public right-of-way. Beginning with the second renewal of a sidewalk shed permit issued after January 12, 2026, regardless of when the initial sidewalk shed permit was issued, and for every renewal thereafter, work must be performed during the permit period to address the condition for which the sidewalk shed permit was issued. Failure to do so may result in penalties being imposed as set out in subdivision (g) of this section.

Exception: Penalties do not apply to one- or two-family homes or to sidewalk sheds that are installed in connection with new building, enlargement, or demolition work for which a permit has been issued.

(c) Report requirement. An application for the renewal of a sidewalk shed permit must be accompanied by a report conforming to the requirements of paragraph (3) of subdivision (f) of this section indicating the work that was performed since the last permit renewal, the work currently being performed, and an estimate of the time needed to complete the work.

Exception: Reports are not required for sidewalk sheds associated with one- or two-family homes or for sidewalk sheds that are installed in connection with new building, enlargement, or demolition work for which a permit has been issued.

(d) Responsibilities of the RDP.

- (1) An RDP must conduct physical examinations and file reports in accordance with this section and section 106.8.3 of the Building Code.
- (2) An RDP must maintain records of inspections for at least six (6) years and must make such records available to the Department upon request.
- (3) An RDP must maintain insurance coverage as set forth in paragraph (7) of subdivision (b) of section 101-07 of the Department's rules. Copies of such insurance policies must be made available to the Department upon request.

(e) Work progress log. The permit holder for the repair work, or where there is no permit holder, the contractor causing the work to be performed, is responsible for maintaining a log documenting the progress of repair work. The log must be updated a minimum of once per week. The log must be made available upon request to the Department and to the RDP responsible for preparing the report required by paragraph (3) of subdivision (f) of this section. The log must contain, at a minimum, the following:

- (1) Date when the sidewalk shed was installed.
- (2) Date when repair work started.

- (3) A summary of the progress of each trade and/or work type requiring the sidewalk shed to be in place, including future planned work and the approximate percentage of overall completion.
- (4) The specific location (floor(s) and elevation(s)) of where the work was completed or in progress.
- (5) A summary of repair work that occurred in the past week.
- (6) Modifications to the originally installed sidewalk shed, including any removals or additional installations. Include the approximate linear footage and the dates of the modifications, if required.

(f) Physical examinations.

- (1) Periodic inspection requirements. In order to maintain a building and its appurtenances in a safe condition, and in accordance with section 106.8.3 of the Building Code, a physical examination of all components of a building associated with a sidewalk shed must be conducted.
- (2) Inspection procedures.
 - (i) Initial inspections. The owner of a building or structure that is associated with a sidewalk shed must have a physical examination of such building or structure. The inspection must be performed by an RDP prior to the date that the associated sidewalk shed permit is to be renewed. The RDP must file a report as described in paragraph (3) of this subdivision with the Department along with the sidewalk shed permit renewal application.
 - (ii) Before performing a physical examination of a building or structure associated with a sidewalk shed, the RDP retained by or on behalf of the owner must review all available previous reports, applications for repairs, and any other relevant information.
 - (iii) The RDP must utilize a professional standard of care to assess the condition of the building and surrounding elements, structure or buildings that impact stability and safety.
 - (iv) The RDP may amend the scope of subsequent physical examinations and adjust the work progress schedule stated in the initial or prior reports as needed.
 - (v) During the physical examination, photographs meeting the requirements of clause (G) of subparagraph (v) of paragraph (3) of this subdivision must be taken.
 - (vi) If an inspection reveals an unsafe condition that had not been previously reported to the Department, the RDP must immediately notify the Department and the owner of the property. The RDP must identify the location of any unsafe condition, advise the owner on the appropriate protective measures to be taken, and include the recommended type and location of public protection in the notification to the Department. The owner of the building must immediately commence repairs or reinforcements and any other appropriate measures, such as cordoning off areas that may be dangerous, erecting fences, adding or adjusting sidewalk sheds and safety netting, shoring, and bracing as may be required to secure

the safety of the public and to make the compromised building or structure safe.

(3) Report requirements.

- (i) Prior to renewal of the sidewalk shed permit, the owners of buildings and structures with an associated sidewalk shed must hire an RDP to file acceptable initial and subsequent reports of physical examination. The report must clearly document conditions noted and work progress made since the issuance of the last permit and state that the inspection was performed and completed in accordance with this section.
- (ii) The RDP retained by or on behalf of the owner must review logs kept by the permit holder for the repair work, or where there is no permit holder, the contractor causing the work to be performed, as provided in subdivision (e) of this section.
- (iii) Technical information must be provided in such format as the Department requires. Additional information may be provided. All items in subparagraph (v) of this paragraph must be listed in the report. If a requirement is not applicable, this must be indicated on the report in the corresponding text box.
- (iv) The initial report must include a detailed schedule of the anticipated progress of the underlying repair work causing the sidewalk shed to be required. This schedule must include significant milestones and the expected progress of work to be completed at each ninety (90)-day permit renewal point for the duration of the job.
- (v) All initial and subsequent reports must include a summary of findings and recommendations, a concise statement of the scope of the physical examination and findings, if applicable, the conclusions and recommendations. The report must also include, but not be limited to:
 - (A) A list and description of the work permits required to accomplish the repair work and a plot plan showing the general scope of work. If no work permits will be required, the reason must be indicated and 8 1/2" x 11" schematically sketched elevations or annotated photographs, and typical sections and details as necessary to generally describe the repair work.
 - (B) If work has not been performed since the last renewal of the permit due to financial hardship, inability to access a neighboring property or issues with acquiring necessary materials, the RDP must provide the reason and confirmation that no hazards to the public or property exist, and may provide documentation in support of the above applicable reason, that the Department may accept for purposes of renewing the permit.
 - (C) A general description of work completed from initial issuance of the sidewalk shed permit up to the date of submission of the report.
 - (D) A detailed description of work that is currently in progress.
 - (E) A detailed description of repair work performed on the building since the last sidewalk shed permit renewal.
 - (F) The anticipated repair work completion date.

- (G) A description of the building, including the number of stories, height, plan dimensions age and type of exterior wall construction, specifying all materials present.
- (H) All photographs must be color, clearly legible, and high resolution. Digital photos must be a minimum of 800 x 600 pixels. Photographs must be arranged into a PDF no larger than 11" x 17". The following photos must be submitted:
 - 1. Elevation photos. Color photographs of all elevations for all reports.
 - 2. Representative condition photos. Color photographs of each type of condition to be repaired must be clearly labeled with a description.
- (I) The seal and signature of the RDP.
- (4) Report filing requirements.
 - (i) The report must be filed along with a filing fee as specified in section 101-03 of the rules of the Department.
 - (ii) Failure to file an acceptable report may result in civil penalties per paragraph (2) of subdivision (g) of this section.

(g) Civil penalties.

- (1) Failure to perform work since prior permit issuance. An owner who fails to make progress on the repair work without reasonable justification as reported to the Department per clause (B) of subparagraph (v) of paragraph (3) of subdivision (f) of this section will be liable for penalties in accordance with section 28-220.1 of the Administrative Code. These penalties will accrue on a monthly (30 day) basis, beginning with the date of noncompliance and continuing until the filing of an acceptable progress report.
- (2) Failure to file an acceptable progress report at permit renewal. An owner who fails to file, at the time of renewing their sidewalk shed permit, an acceptable report per the requirements of paragraph (3) of subdivision (f) of this section may be liable for a violation and penalties in the amount of \$2,500.
- (3) Failure to file complete construction documents for façade repairs. An owner who fails to file complete construction documents within five (5) months of the issuance of the initial shed permit in accordance with section 28-220.2.1(1) of the Administrative Code will be liable for a one-time penalty according to the schedule below unless an extension request is filed in accordance with subdivision (h) of this section.
- (4) Failure to file a complete permit application for façade repairs. An owner who fails to file a complete permit application within eight (8) months of the issuance of the initial shed permit in accordance with section 28-220.2.1(2) of the Administrative Code will be liable for a one-time penalty according to the schedule below unless an extension request is filed in accordance with subdivision (h) of this section.
- (5) Failure to complete permitted façade repair work. An owner who fails to complete permitted work within two (2) years of the issuance of the initial shed permit in accordance with section 28-220.2.1(3) of the Administrative Code will be liable for

a one-time penalty according to the schedule below unless an extension request is filed in accordance with subdivision (h) of this section.

<u>Category</u>	<u>Penalty amount</u>
<u>Failure to file complete construction documents for repair work</u>	<u>\$5,000</u>
<u>Failure to file a complete permit application for repair work</u>	<u>\$10,000</u>
<u>Failure to complete repair work</u>	<u>\$20,000</u>

(h) Extension requests.

- (1) If, due to the scope of the repairs, the building owner and/or their RDP determines any or all of the milestones in section 28-220.2.1 of the Administrative Code cannot be met, the RDP must file an acceptable extension request with the Department, along with a filing fee as specified in section 101-03 of the rules of the Department.
 - (i) The earliest an owner or RDP can submit an extension request is sixty (60) days prior to the first milestone deadline and no later than twenty (20) days in advance of the associated milestone deadline.
 - (ii) An extension request must be filed for each milestone whether each request is filed separately or more than one request is filed at the same time.
 - (iii) For the five (5)-month and eight (8)-month milestones described below, the Commissioner may grant extensions in up to ninety (90)-day increments to meet the milestones.
 - (iv) For the two (2)-year milestone described below, the Commissioner may grant a single extension of a longer period of time.
- (2) The RDP must include the following supporting information and documents, where applicable, to justify the request for an extension if it is anticipated the construction documents for repair work will not be able to be submitted to the Department within five (5) months of the issuance of an initial permit for the sidewalk shed:
 - (i) A brief description of the reason the milestone cannot be met,
 - (ii) Progress repair drawings,
 - (iii) A narrative of the scope of the necessary work where repair drawings are not yet developed,
 - (iv) Anticipated project schedule timeline through completed repair work and anticipated month and year of completion,
 - (v) A contract indicating the scope of repairs, if applicable,
 - (vi) A summary of all applicable permit requirements necessary to complete the repair work,
 - (vii) A fee as specified in the rules of the Department, and
 - (viii) Any other relevant documentation explaining why the timeline in question cannot be met.
- (3) The RDP must include the following supporting information and documents, where applicable, to justify the request for an extension if complete construction documents are filed with the Department and are under plan examination review, but it is anticipated the permit will not be able to be obtained within eight (8) months of the issuance of an initial permit for the sidewalk shed:
 - (i) A brief description of the reason the milestone cannot be met,

- (ii) Anticipated project schedule/timeline through completed repair work and anticipated month and year of completion,
 - (iii) A contract indicating the scope of repairs, if applicable,
 - (iv) A summary of all applicable permit requirements necessary to complete the repair work;
 - (v) A fee as specified in the rules of the Department, and
 - (vi) Any other relevant documentation explaining why the timeline in question cannot be met.
- (4) The RDP must include the following supporting documents to justify the request for an extension if a permit for the repair work has been obtained, but work is not anticipated to be complete within two (2) years of the issuance of an initial permit for the sidewalk shed:
- (i) A brief description of the reason the milestone cannot be met,
 - (ii) Anticipated project schedule through completed repair work and anticipated month and year of completion,
 - (iii) A contract indicating the scope of repairs and a timeline to complete the repairs,
 - (iv) A summary of all applicable permit requirements necessary to complete the repair work;
 - (v) A fee as specified in the rules of the Department, and
 - (vi) Any other relevant documentation explaining why the timeline in question cannot be met.
- (5) If the request is not accepted and objections are issued by the Department, a revised request addressing the objections must be filed within fourteen (14) days of the date of the issuance of the objections. If the revised request is not filed within fourteen (14) days of the notice of objections or the request is not accepted after two (2) such notices, the request will be denied and a new extension request may be made in accordance with this subdivision along with the associated fee as specified in the rules of the Department.
- (6) If the request is denied and a new extension request is not filed and accepted in accordance with this subdivision, the building owner may be subject to the associated penalties specified in subdivision (g) of this section.

(i) Challenge of civil penalty.

- (1) An owner may challenge the imposition of any civil penalty authorized pursuant to subdivision (g) of this section. Such challenge must be made in writing, in a form and manner set forth on the Department's website at nyc.gov/buildings, within thirty (30) days from the date of service of the violation.
- (2) The basis for such a challenge must be one of the following:
 - (i) Proof of work performed during the time period being assessed has been submitted to and accepted by the Department.
 - (ii) An acceptable report documenting work performed during the time period being assessed has been submitted to and accepted by the Department.

- (iii) Complete construction documents to repair the façade of such building have been filed with the Department within five (5) months of the issuance of the initial permit for the erection of a sidewalk shed in the public right-of-way.
- (iv) A complete permit application for the repair of a façade has been diligently pursued within eight (8) months of the issuance of the initial permit for the erection of a sidewalk shed in the public right-of-way.
- (v) Permitted work to repair a façade has been completed within two (2) years of the issuance of an initial permit for the erection of a sidewalk shed in the public right-of-way.
- (vi) An extension request has been submitted to and granted by the Department in accordance with subdivision (h) of this section.

(j) Full or partial penalty waivers; eligibility and evidentiary requirements. Owners may request a waiver of penalties assessed for a violation of Article 220 of Title 28 of the Administrative Code, or rules enforced by the Department. Requests must be made through the Department's website, submitted with the filing fee, and must meet eligibility and evidentiary requirements as follows:

- (1) A new owner requesting a waiver due to change in ownership must submit proof of a recorded deed showing evidence of transfer of ownership to the current owner after penalties were incurred, as well as any other documentation requested by the Department, and only in one of the following circumstances:
 - (i) A new owner of a government-owned property requesting a waiver due to change in ownership must submit official documentation from the government entity affirming that the premises was entirely owned by the government entity during the period for which a waiver is requested.
 - (ii) A new owner who receives a notice of violation for failure to comply with the requirements of this section or Article 220 of Title 28 of the Administrative Code that was issued to the property after the transfer of ownership must submit a recorded deed showing the date that the property was acquired or transferred. The waiver period will be from the date of the deed to the date of the violation issuance.
- (2) An owner may be granted a waiver of penalties upon submission of a copy of an order signed by a bankruptcy judge.

**NEW YORK CITY LAW DEPARTMENT
DIVISION OF LEGAL COUNSEL
100 CHURCH STREET
NEW YORK, NY 10007
212-356-4028**

**CERTIFICATION PURSUANT TO
CHARTER §1043(d)**

RULE TITLE: Amendment of Rules Relating to Sidewalk Sheds

REFERENCE NUMBER: 2026 RG 008

RULEMAKING AGENCY: Department of Buildings

I certify that this office has reviewed the above-referenced proposed rule as required by section 1043(d) of the New York City Charter, and that the above-referenced proposed rule:

- (i) is drafted so as to accomplish the purpose of the authorizing provisions of law;
- (ii) is not in conflict with other applicable rules;
- (iii) to the extent practicable and appropriate, is narrowly drawn to achieve its stated purpose; and
- (iv) to the extent practicable and appropriate, contains a statement of basis and purpose that provides a clear explanation of the rule and the requirements imposed by the rule.

/s/ STEVEN GOULDEN
Senior Counsel

Date: February 26, 2026

**NEW YORK CITY MAYOR'S OFFICE OF OPERATIONS
253 BROADWAY, 10th FLOOR
NEW YORK, NY 10007
212-788-1400**

**CERTIFICATION / ANALYSIS
PURSUANT TO CHARTER SECTION 1043(d)**

RULE TITLE: Amendment of Rules Relating to Sidewalk Sheds

REFERENCE NUMBER: DOB-211

RULEMAKING AGENCY: Department of Buildings

I certify that this office has analyzed the proposed rule referenced above as required by Section 1043(d) of the New York City Charter, and that the proposed rule referenced above:

- (i) Is understandable and written in plain language for the discrete regulated community or communities;
- (ii) Minimizes compliance costs for the discrete regulated community or communities consistent with achieving the stated purpose of the rule; and
- (iii) Does not provide a cure period because the violation cannot be corrected or undone.

/s/ Francisco X. Navarro
Mayor's Office of Operations

February 27, 2026
Date

DSNY Amendment of Penalty for Improper Disposal of Regulated Household Waste

From Liguori, Madelynn (DSNY)

Date Wed 8/19/2026 8:27 AM

To Comments, Rule (DSNY)

Cc Comments, Rule (DSNY)

 1 attachment (105 KB)

DSNY Amendment of Penalty for Improper Disposal of Regulated Household Waste.pdf;

Please be advised that this e-mail is being sent to you in accordance with the Citywide Administrative Procedure Act ("CAPA"). Amendments to CAPA require that every City agency publishing a proposed rule or an emergency rule in the *City Record* transmit that rule by e-mail to the following: the Speaker of the City Council; the Office of Legislative Documents of the City Council; each member of the City Council; every community board; the news media and civic organizations. In order to comment on the attached rule, you must follow the instructions found in the notice.

New York City Department of Sanitation

Notice of Public Hearing and Opportunity to Comment on Proposed Rules

What are we proposing? The Department of Sanitation (“DSNY”) is proposing to amend its rules relating to the violation amount for the improper disposal of regulated household waste.

When and where is the hearing? DSNY will hold a public hearing on the proposed rule. The public hearing will take place via Microsoft Teams at 10:00AM on September 18, 2026, using the following link:

<https://teams.microsoft.com/meet/288184535407286?p=RdL0Fd2x1dMy78MmrK>

Meeting ID: 288 184 535 407 286

Passcode: 9yj93ZB2

Dial in by phone

[+1 646-893-7101, 672394619#](tel:+16468937101672394619) United States, New York City

[Find a local number](#)

Phone conference ID: 672 394 619#

How do I comment on the proposed rules? Anyone can comment on the proposed rules by:

- **Website.** You can submit comments to the DSNY through the NYC rules Web site at <http://rules.cityofnewyork.us>.
- **Email.** You can email written comments to nycrules@dsny.nyc.gov.
- **Mail.** You can mail written comments to DSNY, 125 Worth Street, Room 710, New York, NY 10013.
- **By speaking at the hearing.** Anyone who wants to comment on the proposed rule at the public hearing must sign up to speak. You can sign up before the hearing by emailing mliguori@dsny.nyc.gov by September 17, 2026, at 5:00 P.M. While you will be given the opportunity during the hearing to indicate that you would like to provide comments, we prefer that you signup in advance. You can speak for up to three minutes. Please note that the hearing is for accepting oral testimony only and is not held in a “Question and Answer” format.

Is there a deadline to submit comments? The deadline for submitting written comments is September 18, 2026.

What if I need assistance to participate in the hearing? You must tell the Bureau of Legal Affairs if you need a reasonable accommodation of a disability at the hearing. You must tell us if you need a sign language interpreter. You can tell us by email at eluna@dsny.nyc.gov or by mail at the address given above. You may also tell us or by telephone at 646-885-4996. Advance notice is requested to allow sufficient time to arrange the accommodation. Please tell us by September 11, 2026.

Can I review the comments made on the proposed rules? You can review the comments made online on the proposed rules by going to the website at <http://rules.cityofnewyork.us/>. A few days after the hearing, copies of all comments submitted online, copies of all written comments, and a summary of oral comments concerning the proposed rule will be available to the public at 125 Worth Street, Room 710, New York, NY 10013 and on DSNY's website.

What authorizes DSNY to make this rule? Sections 753 and 1043(a) of the New York City Charter and sections 16-120.1 of the New York City Administrative Code authorize DSNY to make this proposed rule. This proposed rule was not included in DSNY's regulatory agenda for this Fiscal Year because it was not contemplated when DSNY published the agenda.

Where can I find the DSNY's rules? DSNY's rules are in Title 16 of the Rules of the City of New York.

What laws govern the rulemaking process? DSNY must meet the requirements of Section 1043 of the New York City Charter when creating or changing rules. This notice is made according to the requirements of Section 1043.

Statement of Basis and Purpose of Proposed Rule

DSNY has seen an uptick in regulated household waste not being disposed of properly. Regulated household waste means any item that may cause puncture or cuts that is used in the administration of medication and is disposed of with residential solid waste, including but not

limited to intravenous tubing and syringes with needles attached. In 1991, pursuant to section 16-120.1 of the New York City Administrative Code, DSNY promulgated rules relating to the safe disposal of regulated household waste. The penalty permitted in the Administrative Code for a violation of such rules is not less than \$50, nor more than \$250. The current penalty of \$100 has been in effect since 2002.

Over the past three calendar years, DSNY employees have been stuck by needles over 140 times. This number does not include those instances where needles are improperly disposed of and did not result in an injury. As this number continues to climb, and the reasons for the use of needles for medical purposes have increased over the years, DSNY proposes to increase the penalty amount for the improper disposal of regulated household waste from \$100 to \$250. The increased penalty is necessary to ensure the safety of our workers and to disincentivize the improper disposal of such waste.

New material is underlined.

[Deleted material is in brackets.]

“Shall” and “must” denote mandatory requirements and may be used interchangeably in the rules of this department, unless otherwise specified or unless the context clearly indicates otherwise.

Section 1. Subdivision (b) of section 1-04 of Title 16 of the Rules of the City of New York is amended to read as follows:

(b) Any individual violating subdivision a of this section shall be subject to a civil penalty of [not less than \$50.00 nor more than] \$250.00.

§ 2. The following row of the table set forth in section 19-105 of Title 16 of the Rules of the City of New York is amended to read as follows:

Section of Law	Description	Offense	Penalty	Default Penalty
16-120.1(d)	Improper disposal of regulated household waste		[100] <u>250</u>	250

July 29 at 6PM ELURP & AHAB Rulemaking Public Info Session

From DCP IGA (DCP)

Date Fri 7/24/2026 11:18 AM

 1 attachment (484 KB)

Proposed CPC and DCP ELURP and AHAB Rulemaking - Notice, Basis and Purpose, Rule Text.pdf;

Dear Community Board Leader,

Following up on the July 13th email regarding the ELURP and AHAB Rulemaking, on July 29th, the New York City Department of City Planning(DCP) will be holding an ELURP and AHAB Rulemaking Public Information Session.

The link for information on the Zoom meeting is below:

<https://www.nyc.gov/content/planning/pages/calendar>.

The info session will be recorded and will be available on the [DCP Youtube page](#).

DCP IGA

**NEW YORK CITY PLANNING COMMISSION
NEW YORK CITY DEPARTMENT OF CITY PLANNING**

Notice of Public Hearing and Opportunity to Comment on Proposed Rules

What are we proposing? The City Planning Commission and Department of City Planning are proposing amendments to Title 62 of the Rules of the City of New York to implement amendments to the New York City Charter that alter the City's land use review process. Specifically, the City Planning Commission proposes to:

- add a new Chapter 14 to Title 62 of the Rules of the City of New York to implement the Expedited Land Use Review Procedure established by Section 197-e of the New York City Charter, and
- add a new Chapter 15 to Title 62 of the Rules of the City of New York for determining whether an application directly facilitates the development of additional affordable housing for purposes of review by the Affordable Housing Appeals Board established by Section 197-g of the New York City Charter.

The Department of City Planning proposes to:

- add a new Chapter 15 to Title 62 of the Rules of the City of New York regarding the administration of the Affordable Housing Appeals Board established by Section 197-g of the New York City Charter,
- amend Subchapter B of Chapter 3 in Title 62 to charge fees for applications filed pursuant to Section 197-e of the Charter, and
- amend Section 10-01 of Title 62 of the Rules of the City of New York to apply existing pre-application process requirements to land use applications to be filed pursuant to Section 197-e of the New York City Charter.

When and where is the Hearing? The City Planning Commission and Department of City Planning will hold a public hearing on the proposed rule. The public hearing will take place at 10:00 a.m. on September 9, 2026. The hearing will be in the City Planning Commission Hearing Room at 120 Broadway, Lower Concourse, New York, NY 10271.

How do I comment on the proposed rules? Anyone can comment on the proposed rules by:

- **Website.** You can submit comments to the City Planning Commission and Department of City Planning through the NYC rules Web site at <http://rules.cityofnewyork.us>.
- **Email.** You can email written comments to planningrules@planning.nyc.gov.
- **Mail.** You can mail written comments to City Planning Commission, c/o Calendar Information Office, 120 Broadway 31st Floor, New York, NY 10271.
- **Fax.** You can fax written comments to the Department of City Planning, **212-720-3303**.
- **By Speaking at the Hearing.** Anyone who wants to comment on the proposed rule at the public hearing must sign up to speak. You can sign up in the City Planning Commission Hearing Room before the hearing begins on September 9, 2026. You may join the meeting and comment remotely by videoconference or phone. Details on how to testify by

videoconference will be posted on the City Planning Commission Calendar (<https://www.nyc.gov/content/planning/pages/calendar>) one hour in advance of the hearing. To testify by phone, dial **877-853-5247** (US Toll-free), **888-788-0099** (US Toll-free), **253-215-8782** (Toll number) or **213-338-8477** (Toll number). If calling into the meeting, please use the following **Meeting ID: 618 237 7396**, and when prompted for a participation code, please enter “#” followed by the password “1” when prompted. This public hearing will be live streamed through the Department of City Planning’s website and accessible from <https://www.youtube.com/@nycdepartmentofcityplanning/streams>. You can speak for up to three minutes. Please note that the hearing is for accepting oral testimony only and is not held in a “Question and Answer” format.

Is there a deadline to submit written comments? The deadline for written comments is September 9, 2026. Comments submitted through the website, email, or fax must be received no later than that date, and comments submitted by mail must be postmarked no later than that date.

What if I need assistance to participate in the hearing? You must tell us if you need a reasonable accommodation of a disability at the hearing. You must tell us if you need a sign language interpreter. You can tell us by email at accessibilityinfo@planning.nyc.gov or mail at the address given above. You may also tell us by telephone at **212-720-3366**. Advance notice is requested to allow sufficient time to arrange the accommodation. Please tell us by August 26, 2026.

Can I review the comments made on the proposed rules? You can review the comments made online on the proposed rules by going to the website at <http://rules.cityofnewyork.us/>. A few days after the hearing, copies of all comments submitted online, copies of all written comments, and a summary of oral comments concerning the proposed rule will be available to the public between the hours of 9:00 a.m. and 5:00 p.m. at the Freedom of Information Law Desk, 120 Broadway, 31st Floor, telephone number 212-720-3208. A video of the public hearing will be available within five days online on the Department’s website: <https://www.nyc.gov/content/planning/pages/commission/past-commission-meetings>.

What authorizes the City Planning Commission and Department of City Planning to make this rule? Sections 1043, 197-e, and 197-g of the City Charter authorize the City Planning Commission and Department of City Planning to make this proposed rule. This proposed rule was included in the City Planning Commission’s and Department of City Planning’s regulatory agenda for this Fiscal Year.

Where can I find the City Planning Commission’s and Department of City Planning’s rules? The City Planning Commission’s and Department of City Planning’s rules are in title 62 of the Rules of the City of New York.

What rules govern the rulemaking process? The City Planning Commission and Department of City Planning must meet the requirements of Section 1043 of the City Charter when creating or changing rules. This notice is made according to the requirements of Section 1043 of the City Charter.

Statement of Basis and Purpose of Proposed Rule

On November 4, 2025, New York City voters approved amendments to the City Charter that alter the City's land use review process, including establishing a new Expedited Land Use Review Procedure ("ELURP") pursuant to Section 197-e of Chapter 8 and an Affordable Housing Appeals Board ("AHAB") pursuant to Section 197-g of Chapter 8.

The City Planning Commission ("Commission") is proposing to amend its rules by adding a new Chapter 14 to Title 62 of the Rules of the City of New York to implement the ELURP pursuant to Section 197-e of the Charter. These rules would establish:

- guidelines, minimum standards, and procedural requirements for community boards, borough presidents, and the Commission in the exercise of their duties and responsibilities pursuant to Section 197-e;
- minimum standards for certification of applications pursuant to Section 197-e(d);
- specific time periods for review of applications pursuant to Section 197-e prior to certification; and
- certain criteria for determining whether an application is subject to review pursuant to Section 197-e.

The Department of City Planning ("DCP") is also proposing to amend:

- Subchapter B of Chapter 3 of Title 62 of the Rules of the City of New York to incorporate actions reviewed pursuant ELURP into its existing fee schedule, and
- Section 10-01 of Title 62 to apply existing pre-application process requirements to land use applications to be filed pursuant to Section 197-e of the Charter.

The Commission and DCP also propose to add a new Chapter 15 to Title 62 of the Rules of the City of New York to establish procedures and standards for the AHAB established by Section 197-g of the New York City Charter. The Commission and DCP are also proposing rules respecting the procedure and eligibility for review under Section 197-g of the Charter.

These proposed rules would meet the Charter's mandate for the Commission to promulgate such rules in accordance with Sections 197-e(h) and 197-g(f) of the City Charter.

The proposed rules would also add clarity and transparency to the ELURP and AHAB processes.

Expedited Land Use Review Procedure

The Expedited Land Use Review Procedure is intended to simplify the review process for land use changes related to modest housing and infrastructure projects, including:

- Zoning map amendments that increase maximum residential floor area by no more than 30% in medium- and high-density areas or allow an increase in residential capacity with a standard maximum residential building height of not more than 45 feet in low-density areas;
- City map changes related to facilitating affordable housing or meeting State law street access requirements, raising and widening the grade of a street or bridge, and facilitating resiliency projects or creating open space;

- Dispositions, acquisitions, and site selections for certain City-owned property, affordable housing, and resiliency, open space, and solar energy projects;
- Proposals that have a primary purpose to facilitate additional housing and affordable housing in Community Districts that have produced the least amount of affordable housing and meet the criteria set forth in Section 197-f(b) of the Charter; and
- Zoning text amendments that apply Mandatory Inclusionary Housing requirements proposed in conjunction with an application that is reviewed under Section 197-e of the Charter.

Applications for land use actions set forth in Section 197-e(b) of the Charter must proceed under ELURP, which involves a ninety (90) day public review process ending with the City Planning Commission. As with the Uniform Land Use Review Procedure (“ULURP”), ELURP begins with advisory review of the application by the Community Board and Borough President. Under ELURP, the Community Board and Borough President’s review period runs concurrently for sixty (60) days with extended time for applications that are reviewed in the summer. After the Community Board and Borough President review, the City Planning Commission has thirty (30) days to hold a public hearing and vote to approve, approve with modifications, or disapprove the application. The City Planning Commission’s decision is final.

Importantly, except for applications that meet the Affordable Housing Fast Track criteria set out in Section 197-f of the Charter, ELURP is limited to land use actions that do not require an environmental impact statement. If an environmental impact statement is required for an Affordable Housing Fast Track application, the City Planning Commission’s review period is extended to forty-five (45) days to allow additional time for environmental review.

Land use applications that do not meet the criteria for expedited review under Section 197-e will continue to be reviewed under ULURP, which includes subsequent review by the City Council and potential review by either the Mayor or the Affordable Housing Appeals Board.

These proposed rules would assist in the implementation of ELURP by establishing:

- guidelines,
- minimum standards,
- procedural requirements for public review,
- minimum standards for certifying applications as complete,
- pre-certification time periods for application review,
- clarified eligibility criteria for certain actions.

To maintain consistency among the City’s land use review procedures, the guidelines, standards, and procedural requirements proposed in these rules largely follow the operational components of existing City Planning Commission rules for ULURP applications, which are provided in Chapter 2 of Title 62 of the Rules of the City of New York. Under these proposed rules, applications that must proceed under ELURP pursuant to Section 197-e(b) of the Charter are subject to the same general pre-certification and certification requirements that exist for ULURP applications. Likewise, these proposed rules adhere to existing Community Board, Borough President, and City Planning Commission guidelines and standards applicable to their duties and responsibilities for reviewing ULURP applications, but apply the timeframes set out in Section 197-e.

Zoning Map Changes

ELURP enables an expedited review of zoning map changes that would modestly increase residential capacity, and Section 197-e(b)(2) sets forth different eligibility standards for such changes proposed in medium- and high- districts and low-density districts. To provide clarity and implement the intent of Section 197-e(b)(2) of the Charter, these rules propose criteria for determining whether a proposed zoning map change application is subject to ELURP.

Zoning Map Change Criteria - Medium- and High-density areas

For designations of zoning districts that increase residential capacity in medium- and high-density areas pursuant to Section 197-e(b)(2)(a) of the Charter, the City Planning Commission proposes that:

- (i) The district designated at the time of the application allows residential uses equivalent to R6 and above;
- (ii) Each zoning district to be designated must not result in more than a thirty (30) percent increase in maximum residential floor area; and
- (iii) Where commercial or manufacturing uses are not already permitted, the maximum commercial or manufacturing floor area must be 2 FAR.

Zoning Map Change Criteria - Low-density areas

For designations of zoning districts in low-density districts pursuant to Section 197-e(b)(2)(b) of the Charter, the City Planning Commission proposes that:

- (i) The district designated at the time of application allows residential uses equivalent to R1 through R5;
- (ii) A designation that increases residential bulk, enables new residential uses, or removes required residential parking shall be considered an increase in residential capacity for purposes of determining whether a designation of a zoning district results in an increase in residential capacity; and
- (iii) The maximum height of “basic” residential buildings as set forth in the Zoning Resolution shall be used to determine “standard” maximum residential building height.

City Acquisitions and Dispositions of Property to Facilitate Affordable Housing Development

Under Section 197-e(k) of the Charter, projects involving dispositions of City-owned property to companies that have been organized exclusively to develop housing projects for persons of low income, Housing Development Fund Companies (HDFCs), or acquisitions of property for such projects, would proceed under ELURP. HDFCs, which are formed exclusively for the purpose of developing and managing affordable housing, are the primary vehicle for HPD-subsidized, 100% affordable housing projects.

State law typically requires project review or approval by the City Council for HDFC projects on City-owned land. For these projects, the public review timeline under ELURP remains at 90-days, but the City Council is substituted for the City Planning Commission in the final 30-day period for its review and vote. These proposed rules establish the guidelines, minimum standards, and procedural requirements for applications reviewed pursuant to Section 197-e(k), which are processed by the NYC Department of Housing Preservation and Development.

ELURP Fees

Further, as with ULURP applications, the Department of City Planning will charge fees for applications reviewed pursuant to Section 197-e of the Charter. Thus, in connection with the City Planning Commission's proposed rules to implement ELURP by establishing a new Chapter 14 to Title 62 of the Rules of the City of New York, the Department of City Planning is proposing to amend its fee schedule by incorporating actions reviewed subject to Section 197-e into Subchapter B of Chapter 3 in Title 62. These proposed amendments do not change the current fee amounts but rather apply the existing fees charged for ULURP applications to ELURP applications.

Affordable Housing Appeals Board

Section 197-g of the Charter establishes the Affordable Housing Appeals Board, a three-member body made up of the Mayor, City Council Speaker and relevant Borough President, or their designees. The Appeals Board has the power to reverse certain City Council land-use decisions relating to affordable housing. Specifically, the Charter gives the Appeals Board jurisdiction to review land-use applications where:

- The Council reviews an application pursuant to 197-d(c) of the Charter;
- The Council rejects or modifies an application that would directly facilitate the development of affordable housing; and
- The application does not include land in two or more boroughs or an urban renewal plan filed pursuant to Section 197-c(a)(8).

The Appeals Board shall review such actions if, within five days of the City Council's action, either the applicant or two members of the Board request review in writing to the Department of City Planning. Within fifteen days of a request for review, the Board is required to hold a public meeting and take final action on the appeal. The Board may, by an affirmative majority vote, approve an application disapproved by the Council, or reverse one or more modifications made by the Council by restoring, in relevant part, the application as it was approved by the City Planning Commission.

Procedures

Because the Charter charges the Department of City Planning with certain administrative functions related to the Board, the Department is promulgating rules to establish and clarify the procedure for seeking review by the Board. The proposed rules would establish that designee assignments by members of the Board, and requests for review by applicants and Members of the Board, must occur by written notice to the Department in a form and manner to be determined by the Department. The rules would likewise establish that the Department must promptly notify members of the Board and applicants of a Council action eligible for review by the Board or a request for review necessitating a meeting of the Board. The proposed rules further require the Department to provide all necessary assistance to the Board in the conduct of its meetings and the exercise of its powers.

Applications Eligible for Review

Section 197-g(b)(2) of the Charter provides that only applications that "would directly facilitate the development of affordable housing" are eligible for review by the Board including, but not limited to, applications that implement the City's Mandatory Inclusionary Housing Program for one or more parcels of real property, as well as "related actions that directly facilitate such housing, such as special permits that modify residential bulk regulations or remove required residential parking." Charter Section 197-g(b)(2).

Pursuant to Section 197-g(f) of the Charter, which gives the City Planning Commission the power to promulgate additional rules for determining whether an application directly facilitates the development of affordable housing, the proposed rules would further specify which applications are potentially subject to review by the Board. The proposed rules would establish that to be considered an action that “directly” facilitates the development of affordable housing, an application must facilitate the development of housing *and* involve or relate to:

- the application of the City’s Mandatory Inclusionary Housing to one or more specified parcels of real property;
- one or more specified parcels of real property that were previously made subject to Mandatory Inclusionary Housing;
- the development of an Affordable Housing Building for which a government agency serves as the applicant or co-applicant; or
- the development of an Affordable Housing Building subject to binding restrictions at the time of land use approval.

The proposed rules closely track the text and purpose of Section 197-g and, as in the text of the Charter itself, reflect that applications that apply Mandatory Inclusionary Housing, and related actions, directly facilitate the development of affordable housing. Charter Section 197-g(b)(2). Because applications involving or related to property that was previously made subject to Mandatory Inclusionary Housing may equally facilitate the development of affordable housing, the proposed rule recognizes that these applications may also be eligible for review. Further, the proposed rule recognizes that there are classes of applications that may directly facilitate affordable housing but not involve Mandatory Inclusionary Housing: namely, the development of publicly financed affordable housing overseen by a government agency like HPD, and the development of affordable housing pursuant to binding restrictions requiring the delivery of affordable housing.

Notably, under the proposed rules, private applications that merely incentivize affordable housing – through, for example, the Zoning Resolution’s Universal Affordability Preference – but which do not involve the City’s Mandatory Inclusionary Housing program or other binding restrictions to deliver affordable housing, would not be considered applications that directly facilitate the development of affordable housing. It follows that, under the proposed rules, applications brought by private parties with the expressed intention of delivering affordable housing would be ineligible for review by the Board absent:

- a new or prior application of Mandatory Inclusionary Housing to one or more parcels;
- a government agency, such as the Department of Housing, Preservation and Development, serving as the applicant or co-applicant; or
- the presence of a binding restriction to deliver affordable housing at the time of the land use approval.

The Department of City Planning’s and City Planning Commission’s authority for these rules is found in Sections 1043, 197-e, and 197-g of the New York City Charter.

New material is underlined.

[Deleted material is in brackets.]

“Shall” and “must” denote mandatory requirements and may be used interchangeably in the rules of this department, unless otherwise specified or unless the context clearly indicates otherwise.

Text of Proposed Rules

Section 1. The heading of subchapter B of chapter 3 of Title 62 of the Rules of the City of New York is amended to read as follows:

Subchapter B: [Uniform] Land Use Review (ULURP and ELURP)

§ 2. Sections 3-06 and 3-07 of subchapter B of chapter 3 of Title 62 of the Rules of the City of New York are amended to read as follows:

§ 3-06 Fees for Applications Pursuant to [Section] Sections 197-c and 197-e of the Charter and Other Applications.

Except as specifically provided in this section, every type of application listed in 62 RCNY § 3.07, Schedule of Charges, shall include a non-returnable fee which shall be paid in the forms indicated on the Department of City Planning's website when the application is filed. The fee for an initial application, or for a modification, renewal or follow-up action, shall be as prescribed in the following Schedule of Charges, provided that if an applicant simultaneously submits applications for several actions relating to the same project, the maximum fee imposed shall be two hundred percent of the single highest fee, provided that such maximum fee limitation shall not apply to supplemental fees. An additional fee shall be charged for any applications later filed in relation to the same project, while such project is pending review and determination. Agencies of the federal, state or city governments shall not be required to pay fees nor shall any fees be charged if a neighborhood, community or similar association consisting of local residents or homeowners organized on a non-profit basis applies for a zoning map amendment for an area of at least two blocks in size, in which one or more of its members or constituents reside. Additional fees may be charged by service providers in connection with electronic payment processing.

§ 3-07 Schedule of Charges.

(a) Applications for Special Permits pursuant to Section 197-c and Zoning Map amendments pursuant to Section 197-c or 197-e of the Charter:

(1) Applications for special permits: For special permits, the total amount of floor area, or in the case of open uses, area of the zoning lot:

Less than 10,000 square feet	\$2,040
10,000 to 19,999 square feet	\$3,100
20,000 to 39,999 square feet	\$4,080
40,000 to 69,999 square feet	\$5,215
70,000 to 99,999 square feet	\$6,125
100,000 to 239,999 square feet	\$6,805
240,000 to 500,000 square feet	\$17,765
Over 500,000 square feet	\$29,485

For this purpose the amount of floor area shall be calculated based upon the floor area for the entire development or enlargement.

(2) Applications for zoning map amendments, the area of all zoning lots in the area to be rezoned:

Less than 10,000 square feet	\$2,190
10,000 to 19,999 square feet	\$3,250
20,000 to 39,999 square feet	\$4,310
40,000 to 69,999 square feet	\$5,445
70,000 to 99,999 square feet	\$6,425
100,000 to 239,999 square feet	\$7,105
240,000 to 500,000 square feet	\$18,445
Over 500,000 square feet	\$30,620

(b) *Applications for changes to the City Map, Landfills:* Except for applications to eliminate a mapped but unimproved street from the property of an owner-occupied, one- or two-family residence, for which no fee shall be charged, fees are as follows:

Elimination of a mapped but unimproved street	\$1,740
Establishment of a landfill	\$3,400
Any other change in the City Map	\$5,445

(c) *Applications for franchises and revocable consents:*

(1) Applications pursuant to Section 197-c of the Charter – \$3,400

(2) Enclosed sidewalk cafes pursuant to New York City Administrative Code § 20-225: \$55 per seat/minimum of \$1,360

(d) Applications for amendments to the text of the Zoning Resolution pursuant to Section 201 of the Charter – \$5,445

(e) *Applications for zoning certifications and zoning authorizations:*

(1) For certification for public school space pursuant to § 107 – 121 of Article X, Chapter 7 (Special South Richmond Development District) of the Zoning Resolution, the fee shall be \$160.

(2) Pursuant to Article VI, Chapter 2 (Special Regulations Applying in The Waterfront Area), Article X, Chapter 5 (Natural Area District), Article X, Chapter 7 (Special South Richmond Development District) and Article XI, Chapter 9 (Special Hillside Preservation District) of the Zoning Resolution.

Certifications	For an application for one zoning lot with no more than two existing or proposed dwelling units – \$380 For all other applications the fee for each zoning lot shall be \$430.
Authorizations	For an application for one zoning lot with no more than two existing or proposed dwelling units and no commercial or community facility use – \$755

	For all other applications with no commercial or community facility use, the fee shall be based upon the number of dwelling units being proposed, in the amount of \$830 per dwelling unit, however, in cases of open uses, the fee shall be based upon the area of the zoning lot, and in cases of community facility or commercial uses, the fee shall be based upon the total amount of floor area, as follows:
Less than 10,000 square feet	\$1,060
10,000 to 19,999 square feet	\$1,590
20,000 to 39,999 square feet	\$2,040
40,000 to 69,999 square feet	\$2,645
70,000 to 99,999 square feet	\$3,100
100,000 square feet and over	\$3,400

(3) Pursuant to § 95-04 (Transit Easements) of the Zoning Resolution – \$270

(4) Pursuant to all other sections of the Zoning Resolution:

Total amount of floor area, or in the cases of open uses, area of the zoning lot as follows:

Less than 10,000 square feet	\$1,060
10,000 to 19,999 square feet	\$1,590
20,000 to 39,999 square feet	\$2,040
40,000 to 69,999 square feet	\$2,645
70,000 to 99,999 square feet	\$3,100
100,000 square feet and over	\$3,400

In the case of area transfer of development rights or floor area bonus, the fee shall be based upon the amount of floor area associated with such transfer or bonus.

(f) Modifications, follow-up actions and renewals.

(1) The fee for an application which requests a modification of a previously approved application, where the new application is subject to [Section] Sections 197-c or 197-e of the Charter, shall be the same as the current fee for an initial application, as set forth in this Schedule of Charges.

(2) The fee for an application which requests a modification of a previously approved application, where the new application is not subject to Section 197-c or 197-e of the Charter, shall be one-half of the current fee for an initial application, as set forth in this Schedule of Charges.

(3) The fee for a follow up action under the Zoning Resolution, or a restrictive declaration or other legal instrument shall be one-quarter of the amount prescribed in this Schedule of Charges for an initial application.

(4) The fee for the renewal of a previously approved enclosed sidewalk café shall be one-half of the amount prescribed in this Schedule of Charges for an initial application.

(5) The fee for the renewal pursuant to § 11-43 of the Zoning Resolution of a previously approved special permit or authorization which has not lapsed shall be one-half of the amount prescribed in this Schedule of Charges for an initial application.

(g) Supplemental Fee for Large Projects. In addition to all applicable fees as set forth above, a supplemental fee shall be required for the following applications:

Applications that may result in the development of 500,000 to 999,999 square feet of floor area	\$80,000
Applications that may result in the development of 1,000,000 to 2,499,999 square feet of floor area	\$120,000
Applications that may result in the development of at least 2,500,000 square feet of floor area	\$160,000

§ 3. Section 10-01 of chapter 10 of Title 62 of the Rules of the City of New York is amended to read as follows:

§ 10-01 Purpose.

These rules establish submission and meeting participation requirements (“Pre-Application Process”) prior to the filing of land use applications pursuant to the Zoning Resolution and Sections 197-a, 197-c, 197-d, 197-e, 199, 200, and 201 of the Charter or of applications for environmental review pursuant to 62 RCNY Chapter 5. The purpose of these rules is to:

- (a) assist potential applicants or their designated representatives (“Applicants”) and the Department of City Planning (“Department”) in identifying the land use and environmental issues related to a proposed project and the land use applications and applications for environmental review necessary to facilitate the proposed project; and
- (b) help the Department better allocate resources to assist Applicants in preparing land use applications and applications for environmental review, and to assist the City Planning Commission in considering these applications.

§ 4. Title 62 of the Rules of the City of New York is amended by adding a new chapter 14 to read as follows:

Chapter 14: Expedited Land Use Review Procedure (ELURP)

§ 14-01 Definitions.

(a) For the purposes of this chapter, the following terms have the following meanings:

Base flood elevation. The term “base flood elevation” has the same meaning as set forth in section 202 of the New York City Building Code.

Coastal special flood hazard area. The term “coastal special flood hazard area” refers to the areas of land as identified on the flood insurance rate maps referenced in the New York City Building Code section G402 pursuant to the State Environmental Conservation Law, Article 36.

Open space. The term “open space” means real property that: (i) is outdoors, (ii) is owned by the City, (iii) is available for public access or is protected as a sensitive natural area, and (iv) serves to mitigate impacts from or to reduce vulnerability to rising sea levels, extreme weather events and natural disasters, including but not limited to parks, promenades, esplanades, greenways, nature preserves, and recreational piers.

Resiliency project. The term “resiliency project” means any construction or improvement for which the primary purpose is to mitigate impacts from or to reduce vulnerability to rising sea levels, extreme weather events, and natural disasters, including but not limited to coastal flood protection infrastructure, wetland protection and expansion, and stormwater drainage.

Solar energy generation project. The term “solar energy generation project” means a project for which the primary purpose is to generate electricity through the use of photovoltaics.

Ten-year rainfall flood risk area. The term “ten-year rainfall flood risk area” means an area designated on a map promulgated by the department of environmental protection that represents locations in the city where there is a ten percent chance or greater of rainfall-induced flooding in any year.

§ 14-02 Actions Subject to Procedure.

(a) The land use procedure which is set out in this Chapter shall govern the following actions.

(b) Notwithstanding Section 197-c(a) of the Charter and except as provided in Section 197-e(k) of the Charter, applications by any person or agency for any of the following changes, approvals, permits, or authorizations thereof, respecting the use, development or improvement of real property subject to city regulation in any of the following categories, that would otherwise be subject to review pursuant to Section 197-c of the Charter, shall be reviewed pursuant to the expedited review procedure set forth in Section 197-e of the Charter:

(1) any of the following changes in the city map pursuant to Section 198 and Section 199 of the Charter:

(i) (a) the mapping or discontinuance of a street, other than the discontinuance of an existing built street, to enable or facilitate a project for the development or preservation of affordable housing developed or preserved by a company that has been organized exclusively to develop housing projects for persons of low income, or for the development of a resiliency project or open space; or

(b) the mapping of any street needed to meet the street or highway public access requirements set forth in Section 36 of the General City Law;

(ii) the raising of the grade of a street or bridge to no more than two and a half feet above the base flood elevation in any area for which such a base flood elevation has been specified or determined in accordance with the New York City Building Code, or, in any area where a base flood elevation has not been specified or determined, to no more than two and a half feet above the grade of such street or bridge as established on or before December 2, 2025;

(iii) the widening of any street or bridge, as necessary to enable a raising of such street or bridge as described in subparagraph ii, no more than five feet greater than the width of such street or bridge as established on or before December 2, 2025;

(iv) any other change to the city map relating to the acquisition of real property by the city for the purposes of a resiliency project or creation of open space;

(2) designations of zoning districts under the Zoning Resolution, including conversion from one land use to another land use, pursuant to Sections 200 and 201 of the Charter, provided that the area to be designated permits residential uses at the time of application and that no part of the area to be designated has been designated pursuant to this paragraph in the ten years prior to such application, and provided further that:

(i) where the district designated at the time of application (i) is a residence district, or a commercial district that allows residential uses equivalent to such residence district, (ii) has a standard maximum residential building height of greater than forty-five feet, regulates the maximum height of buildings by something other a horizontal plane and such other plane permits residential buildings to exceed forty-five feet, or has no maximum building height, the district to be designated, (i) would increase maximum residential floor area, (ii) such increase does not exceed thirty percent and (iii) would not be a zoning district that regulates the maximum height of buildings by anything other than a horizontal plane, unless the district designated at the time of application also does not regulate the maximum height of buildings by a horizontal plane, and provided further that an application for such zoning designation meets the criteria set forth in 62 RCNY § 14-02.1(a); or

(ii) for any other designation, the district to be designated would increase residential capacity, has a standard maximum residential floor area of not more than 2.0, and has a standard maximum residential building height of not more than forty-five feet, and provided further that an application for such zoning designation meets the criteria set forth in 62 RCNY § 14-02.1(b);

(3) selection of sites for any capital project that is a resiliency project, solar energy generation project or project for the creation of open space, pursuant to Section 218 of the

Charter, provided that any buildings included in such capital project shall have an area, in the aggregate, of no more than five thousand square feet;

(4) approval of sale, lease (other than the lease of office space), exchange, or other disposition of the real property of the city, including the sale or lease of land under water pursuant to Section 824 of the Charter, Chapter 15 of the Charter, and other applicable provisions of law, to private owners of abutting property or an entity comprised thereof, provided such real property of the city is not inalienable property and cannot be independently developed, as determined by the mayor, because singly or in combination, its size, shape, applicable zoning, configuration, or topography render such development economically impracticable or infeasible;

(5) approval of lease of the real property of the city, for purposes of a solar energy generation project;

(6) acquisition by purchase by the city of real property (other than the acquisition of office space for office use or a building for office use), including the acquisition of land under water pursuant to Section 824 of the Charter, Chapter 15 of the Charter, and other applicable provisions of law, for the purpose of a voluntary buy-out program of property, provided that:

(i) such property is used for residential purposes, contains no less than one and no more than four dwelling units, and is located in either a coastal special flood hazard area or a ten-year rainfall flood risk area;

(ii) such property is located in an area that, on any date within the five years preceding the date of filing the application, was a federally declared disaster area; or

(iii) such acquisition is authorized by a local law relating to a voluntary buy-out program;

(7) acquisition by the city of real property (other than the acquisition of office space for office use or a building for office use), including acquisition by purchase, condemnation, exchange or lease and including the acquisition by purchase of land under water pursuant to Section 824 of the Charter, Chapter 15 of the Charter, and other applicable provisions of law, for the purpose of developing a resiliency project, open space, or a solar energy generation project, and provided that such property:

(i) contains freshwater wetlands or tidal wetlands that are adjacent to city-owned property, as such terms are defined in Sections 24-0107 and 25-0103 of the Environmental Conservation Law, respectively;

(ii) is undeveloped and in a mapped street or extends under water;

(iii) has no owner of record; or

(iv) is privately owned, is adjacent to city-owned property, and cannot be independently developed, as determined by the mayor, because, singly or in combination, its size, shape, applicable zoning, configuration, or topography render such development economically impracticable or infeasible.

(8) such other matters involving the use, development or improvement of property as are proposed by the City Planning Commission and enacted by the Council pursuant to local law.

(9) an application that meets the criteria set forth in Section 197-f(b) of the Charter.

(c) Notwithstanding any provision in Section 200(a) of the Charter to the contrary, where a resolution that would apply to specified parcels of real property a program established in the Zoning Resolution that mandates that any new housing on designated lots include minimum percentages of permanently affordable housing equivalent to or exceeding the requirements under any mandatory inclusionary housing program is proposed in conjunction with an application that is reviewed under Section 197-e of the Charter, the adoption of such resolution shall be pursuant to the expedited land use review procedure set forth in Section 197-e(c) – (i) instead of the review procedure set forth in Section 200(a)(1) – (3) of the Charter, provided further that a primary purpose of such resolution is to facilitate additional housing and affordable housing.

(d) Notwithstanding any provision in Section 197-e of the Charter to the contrary, an application filed pursuant to Section 197-e of the Charter, except for an application that meets the criteria set forth in Section 197-f(b) of the Charter, that is required by law to include an environmental impact statement shall not be subject to the expedited land use review procedure as set forth in Section 197-e.

(e) Notwithstanding any provision in Section 197-e of the Charter to the contrary, an application subject to Section 197-e of the Charter that is filed in conjunction with an application subject to Section 197-c of the Charter may adhere to the review process set forth in Sections 197-c and 197-d of the Charter.

§ 14-02.1 Designations of Zoning Districts Pursuant to Section 197-e(b)(2) of the Charter.

(a) An application pursuant to Section 197-e(b)(2)(a) of the Charter, must meet the following criteria:

(1) The district designated at the time of application allows residential uses equivalent to R6 and above;

(2) Each zoning district to be designated shall not result in more than a thirty percent increase in maximum residential floor area; and

(3) Where commercial or manufacturing uses are not already permitted, the maximum commercial or manufacturing floor area shall be 2 FAR.

(b) For applications pursuant to Section 197-e(b)(2)(b) of the Charter,

(1) The district designated at the time of application allows residential uses equivalent to R1 through R5;

(2) Each zoning district to be designated shall not result in more than a thirty percent increase in maximum residential floor area;

(3) a designation that increases residential bulk, enables new residential use, or removes required residential parking shall be considered an increase in residential capacity for

purposes of determining whether a designation of a zoning district results in an increase in residential capacity; and

(4) the maximum height of “basic” residential buildings as set forth in the Zoning Resolution shall be used to determine “standard” maximum residential building height.

§ 14-03 Applications.

The following requirements shall apply to applications filed pursuant to Section 197-e(b) of the Charter, except for applications pursuant to Sections 197-e(k) of the Charter.

(a) Applications: general provisions.

(1) *Presentation of Application.* Notwithstanding 62 RCNY § 2-02(a)(1), a request for an action subject to this Chapter shall be submitted to the Department of City Planning. The application must be submitted as provided for in the instructions on the Department of City Planning's website. This includes the submission of forms requesting information required for the "doing business database" established by Local Law 34 for the year 2007, and must include all of the information and documents required by such instructions and forms. For purposes of the acquisition of property by the City, pursuant to 62 RCNY §§ 14-02(3), 14-02(6), and 14-02(7), the applicant shall be the requesting agency and the Department of Citywide Administrative Services. The Department may not consider the application as filed unless it includes all required components and shall not consider the application as filed unless the required fee has been paid.

(2) *Initial Review.* The Department of City Planning shall, within five (5) days, review each application to ensure that all required forms, documents and other exhibits supplied have been submitted and prepared as required by the instructions. If any of the documentation is missing or has been improperly prepared, the applicant will be notified that the submitted application has been rejected, along with a listing of its deficiencies. If the documentation is in order, the Department shall assign a docket number and shall transmit a Notice of Receipt of the application to all the appropriate Department divisions and other agencies which review such application, and to the community board(s), Borough President(s), the City Council and the applicant in accordance with 62 RCNY § 14-03(b). Such Notice of Receipt, when sent to the community board(s), Borough President(s), and City Council shall include a copy of the application form and all documents included therewith.

(3) *Substantive Review.* The application form, documents and other exhibits shall be subject to review by the appropriate divisions of the Department in order to ensure that the requirements for completeness in 62 RCNY § 14-03(a)(5) have been met prior to certification of the application into ELURP. The Department may request any additional documents, maps, plans, drawings or information necessary to complete or organize the submission, or to clarify its substance and the land use issues attendant to it. The Department of City Planning shall refer such additional application documents or amendments within five (5) days to each affected Borough President and community board, and to the City Council. Not later than sixty (60) days after the Notice of Receipt has been sent, the Department of City Planning shall notify the applicant of any deficiencies or errors in the application, documents and other exhibits, and shall make any requests for revised or supplementary documents and exhibits. The applicant is expected to respond within a reasonable time. Upon receipt of the corrected, revised or supplementary material, the Department of City Planning shall review it within no more than

sixty (60) days and make any additional request for further corrections or supplements if needed. If the applicant fails to respond within sixty (60) days after the receipt of a request for revisions, corrections or supplement, the Department of City Planning shall give notice to the applicant that the application will be deemed withdrawn.

(4) *Appeal for Certification.* At any time after one hundred and eighty (180) days have elapsed from the date of the Notice of Receipt of any application, the applicant may appeal in writing to the Commission to certify the application as complete. The affected Borough President may also appeal in writing if the Borough President finds that the application is consistent with the land use policy or strategic policy statement of the borough formulated pursuant to Section 82, subsection 14 of the Charter. Upon receipt of such an appeal, the Commission shall refer it to the Department of City Planning and the Office of Environmental Coordination or lead agency for an evaluation of the completeness of the application, which shall include an identification of all material requested by the Department of City Planning and the environmental review staff or lead agency but not yet provided by the applicant. If the Commission determines that all pertinent information has been supplied in accordance with the criteria of 62 RCNY § 14-03(a)(5) below, it shall certify the application as complete. If the Commission determines that pertinent information has not been supplied, such information shall be listed by the Department of City Planning and the environmental review staff and sent by the Commission to the applicant within thirty (30) days of receipt of the appeal. When the applicant has responded, either by supplying all the information so requested, or by explaining why such information should not be required in order to certify the application, the Commission shall consider the evaluation and the applicant's response and either certify the application as complete in accordance with 62 RCNY § 14-03(a)(5) or deny the appeal. A denial by the Commission shall state the information that must still be supplied or clearly state the reason for denial. Such determination shall be made not later than sixty (60) days from the date the appeal is received. If the appeal is one which has been made by the affected Borough President, and the land use proposed in the application is consistent with the land use policy or strategic policy statement of the affected Borough President, then a vote of five members shall be sufficient to certify the application as complete in accordance with 62 RCNY § 14-03(a)(5) below. In all other instances, a majority vote of the Commission is necessary to certify an application. A denial of the appeal shall mean that the application remains incomplete, and the Department of City Planning and the environmental review staff shall continue with timely review of the application until all the information required for completeness has been provided at which time certification shall take place. If such review continues for an additional one hundred and eighty (180) days or more beyond the denial, the applicant may again appeal to the Commission under the procedure outlined above to certify the application.

(5) *Certification of Completeness.* The Department or the Commission shall certify the application as complete when compliance has been achieved with all of the following:

(i) The standard application form, including for any application certified on or after the effective date of the rule that added this chapter, forms requesting information required for the "doing business database" established pursuant to Local Law 34 for the year 2007, has been completed in its entirety with all requested information presented in clear language.

(ii) All accompanying documents, maps, plans, drawings, and other information are properly organized and presented in clear language and understandable graphic form.

(iii) The information supplied on the application form and accompanying documents is fully sufficient to address all issues of jurisdiction and substance which are

required to be addressed for the category of action as defined in the Charter, statutes, Zoning Resolution, Administrative Code or other law or regulation.

(iv) All reviews by necessary and related agencies of the State and City have been completed and any required reports, certifications, sign-offs or other such agency actions required by law or regulation prior to ELURP have been secured, or a written waiver of the agency presented. If any such agency does not respond within sixty (60) days, it will be deemed to have waived its review and action as applicable law permits.

(v) A determination has been made whether the action is subject to City or State Environmental Quality Review, and if so subject, the lead agency has issued either:

(A) a Negative or Conditional Negative Declaration; or

(B) For applications submitted for review pursuant to Section 197-e(b)(9) of the Charter, a Notice of Acceptance of a Draft Environmental Impact Statement, if applicable.

(vi) Notification of any proposed (E) designation has been submitted to the Department of City Planning as required pursuant to 62 RCNY § 14-03(e) hereof.

(vii) For an Affordable Housing Fast Track application submitted for review pursuant to Charter § 197-e(b)(9), the Department of City Planning has determined that a primary purpose of such application is to facilitate additional housing and affordable housing.

(b) Referrals: general provisions. Except as provided in 62 RCNY § 14-03(c) hereof, within nine (9) calendar days after the certification by the Department of City Planning, or by the Commission if certification occurs pursuant to 62 RCNY § 14-03(a)(4) above, that a submission is a complete application, the Department of City Planning shall make the following referrals:

(1) any application relating to a proposal which occupies or would occupy land located in only one community district shall be referred to the community board for such district;

(2) any application relating to a proposal which occupies or would occupy land located in two or more community districts shall be referred to the community board for each such district;

(3) any application relating to a proposal which occupies or would occupy land located in a joint interest area not included within a community district shall be referred to the community board for each community district bounding such area; and

(4) all applications shall be referred to the Borough President of the borough in question.

(c) Charter Section 201 applications. A request for an amendment to the Zoning Map or the text of the Zoning Resolution by a taxpayer, community board, borough board, Borough President, the Mayor or the Land Use Committee of the Council pursuant to Section 201 of the Charter, shall be filed with the Department. Such requests pursuant to Sections 197-e(b)(2) and 200(a)(4) of the Charter shall be subject to the application and certification procedure of 62 RCNY § 14-03(a) hereof and shall be referred pursuant to 62 RCNY § 14-03(b) hereof.

(d) Withdrawals. An applicant may at any time file with the Commission a statement that its application is withdrawn. Upon the filing of such a statement, the application in question shall be

void and no further processing of such application under this expedited land use review procedure shall be undertaken by a community board, Borough President, or the Commission. The Commission shall promptly give notice of such withdrawal to the board or boards and to the Borough President to which the application was referred pursuant to 62 RCNY § 14-03(b). The request to which the application relates may thereafter be advanced only in connection with a new application certified as complete pursuant to 62 RCNY § 14-03(a) herein and processed according to this expedited land use review procedure.

(e) Notification of proposed (E) designation.

(1) If an application for an amendment to the Zoning Map or text of the Zoning Resolution pursuant to Section 197-e or Section 200 and Section 201 of the Charter, respectively, includes an (E) designation with respect to potential hazardous materials, air quality or noise on any tax lot or zoning lot pursuant to § 11-15 of the Zoning Resolution of the City of New York, at the time the application is referred pursuant to 62 RCNY § 14-03(b) hereof, the owner or owners of any such tax lot or zoning lot, with the exception of the applicant, shall be notified of the proposed (E) designation. Such notification shall be by the lead agency, as defined in 6 New York Code of Rules and Regulations, Part 617, as amended, and 62 RCNY § 5-02, as amended. If the lead agency is other than the Commission, no such application shall be certified as complete pursuant to 62 RCNY § 14-03(a)(5) hereof until such other lead agency shall have submitted any notification of a proposed (E) designation, in the form and addressed to the parties required by this Section to the Department of City Planning, who shall send such notification as provided by this Section.

(2) Such notification shall be by first-class mail and shall be made to the person(s) or entity(ies) identified in the official records of the City of New York as the fee owners of such tax lot or zoning lot and shall be sent to the address or addresses indicated in such records.

(3) The notification shall include or refer to the Department of City Planning's website for:

(i) a description of the existing zoning and the proposed rezoning for the properties that will include the (E) designation;

(ii) notice to the property owner of the right to attend and testify at any public hearing relating to the proposed Zoning Map amendment;

(iii) the phone numbers for a contact person at the lead agency, or if the lead agency is the Commission, a contact person or persons at the Department of City Planning;

(iv) § 11-15 of the Zoning Resolution of the City of New York or its successor.

§ 14-04 Community Board Actions.

(a) General provisions.

(1) Except as provided below, within sixty (60) calendar days after a community board's receipt of a complete application referred by the Department of City Planning or the Commission, the community board shall hold a public hearing and adopt and submit as provided herein a written recommendation concerning such application.

(2) Where an application has been certified during the month of June, the affected community board shall provide notification pursuant to Section 197-e(e)(1)(a) of the Charter and conduct a hearing or, where authorized, submit a waiver of the right to conduct a public hearing pursuant to Section 197-e(1)(b) of the Charter not later than ninety (90) days after receipt of such application or, where such application is certified during the period of time from and including July 1 to and including July 15, not later than seventy-five (75) days after receipt of such application.

(3) For purposes of this subdivision, a community board shall be deemed to have received an application nine (9) calendar days after the date of certification. The Department of City Planning shall transmit a certified application to the community board, making it available to the community board within (8) days from the date of certification.

(b) *Waivers of hearings and recommendations.* In the case of a proposed lease of property of the City which in the judgment of the community board does not involve a substantial land use interest, such board may waive the holding of a public hearing and preparation of a written recommendation. In such case the community board shall submit to the Department a written waiver of its right to hold a public hearing and to submit recommendations to the City Planning Commission and affected Borough President. When a written waiver of the community board's right to hold a hearing and submit a recommendation is received by the Department of City Planning the community board's period of review shall be deemed ended.

(c) *Notice of hearing.* Notice of the time, place and subject of a public hearing to be held by a community board on an application shall be given as follows:

(1) by publication in The City Record for the five (5) days of publication immediately preceding and including the date of the public hearing;

(2) by publication in the Comprehensive City Planning Calendar distributed not less than five (5) calendar days prior to the date of public hearing;

(3) to the applicant ten (10) days prior to the date of hearing (with such notice also forwarded to the Department of City Planning);

(4) for all actions that result in acquisition of property by the City, other than by lease, whether by condemnation or otherwise, the applicant shall notify the owner or owners of the property in question by mail to the last known address of such owner or owners, as shown on the City's tax records, not later than five (5) days prior to the date of hearing. An affidavit attesting to the mailing and a copy of the notice shall be submitted to the Department of City Planning prior to the Commission's public hearing;

(5) Community boards are also encouraged to publicize hearings by publication in local newspapers, posting notices in prominent locations, and other appropriate means.

(d) *Conduct of public hearing.*

(1) *Location.* A community board public hearing shall be held at a convenient place of public assembly chosen by the board and located within its community district. If in the community board's judgment there is no suitable and convenient place within the community district, the hearing shall be held at a centrally located place of public assembly within the borough. This provision is not intended to affect the requirement of Section 2800(h) of the

Charter stating a community board's obligation to meet at least monthly (except during July and August) within its district.

(2) *General character.* Hearings shall be legislative type hearings, without sworn testimony or strict rules of evidence. Only members of a community board and persons expressly authorized by the chairperson may question a speaker. All persons appearing and wishing to speak shall be given the opportunity to speak. A community board hearing shall be conducted in accordance with by-laws adopted by the community board.

(3) *Quorum.* A public hearing shall require a quorum of 20% of the appointed members of the community board, but in no event fewer than seven such members. The minutes of a meeting at which a public hearing was held shall include a record of the individual members present.

(4) *Record.* The record of a public hearing shall consist of but not be limited to a list of speaker's names and affiliations (if any), a notation of each speaker's own indication, on a form provided for that purpose, of support or opposition to the application, and any exhibits or written statements offered by speakers.

(e) *Public attendance at meetings of a community board or its committees.* The public may attend all meetings of a community board or its committee at which an application for an action subject to this Chapter is to be considered or acted upon in a preliminary or final manner. A community board may close a meeting or committee meeting to the public only as provided in the New York State Open Meetings Law (Public Officers Law, §§ 100 – 111).

(f) *Recommendations and waivers.*

(1) *Quorum.* The adoption of a community board recommendation, or the waiver of a public hearing and recommendation by a community board, shall require a quorum of a majority of the appointed members of the board. The minutes of a meeting at which a recommendation or waiver was adopted shall record the individual members present.

(2) *Vote.* The adoption of a community board recommendation or the waiver of a public hearing and recommendation shall be by a public vote which results in approval by a majority of the appointed members present during the presence of a quorum, at a duly called meeting. The vote shall be taken in accordance with the by-laws of the community board.

(3) *Content.* A community board recommendation shall be in writing via a form provided by the Department of City Planning and shall include a description of the application, the time and place of the public hearing on the application, the time and place of the meeting at which the recommendation was adopted and the vote by which the recommendation was adopted. The community board may include in its submission the reasons for the vote and any conditions attached to its vote. The City Planning Commission shall give consideration only to those conditions which are related to land use and environmental aspects of the application.

(4) *Submission.* A community board shall submit its recommendation or waiver promptly after adoption, to the Commission, to the Borough President, and to the applicant. If a community board fails to act within the time limits for review the application shall be deemed referred to the Commission at the completion of the community board's time period.

§ 14-05 Borough President Actions.

(a) A Borough President shall submit a written recommendation on an application, or waive the right to submit a recommendation to the City Planning Commission. Except as otherwise provided in this section, such recommendation or waiver shall be submitted on the form provided not later than sixty (60) days after the Borough President's receipt of a complete application referred by the Department of City Planning or the Commission.

(b) Where an application has been certified during the month of June, the affected Borough President shall submit such recommendation or waiver not later than ninety (90) days after receipt of such application or, where such application is certified during the period of time from and including July 1 to and including July 15, not later than seventy-five (75) days after receipt of such application.

(c) For purposes of this section, a Borough President shall be deemed to have received an application nine (9) calendar days after the date of certification. The Department of City Planning shall transmit a certified application to the Borough President, making it available to the Borough President within (8) days from the date of certification.

(d) A Borough President shall submit its recommendation or waiver promptly after adoption, to the Commission and to the applicant. If a Borough President fails to act within the time limits for review the application shall be deemed referred to the Commission at the completion of the community board's time period.

§ 14-06 City Planning Commission Actions.

(a) *General provisions.* Except as otherwise provided in this paragraph, the Commission shall hold a public hearing on all applications made pursuant to Section 197-e of the Charter not later than thirty (30) calendar days after the expiration of the time allowed for the filing of a recommendation or waiver with it by each affected Community Board and Borough President. The Commission shall hold a public hearing on applications made pursuant to 197-e(b)(9) of the Charter for which an environmental impact statement is required by law not later than forty-five (45) calendar days after the expiration of the time allowed for the filing of a recommendation or waiver with it by each affected community board and borough president. Following its hearing and within its applicable thirty (30) or forty-five (45) day period, the Commission shall approve, approve with modifications or disapprove such application.

(b) *Zoning text amendments pursuant to Section 200 or Section 201 of the Charter.* The Commission shall hold a public hearing on an application for a zoning text amendment pursuant to Section 200 or Section 201 of the Charter that is reviewed under Section 197-e of the Charter. Such hearing shall be conducted in accordance with 62 RCNY § 14-06(f).

(c) *Modification of application.*

(1) The Commission may propose a modification of an application, including an application for a zoning text amendment pursuant to Section 200 or Section 201 of the Charter, which meets the criteria of 62 RCNY § 14-06(g) below. Such proposed modification may be based upon a recommendation from an applicant, community board, Borough President or other source. Where a modification is proposed, the Commission shall hold a public hearing on the application as referred to a community board or boards and on the proposed modification.

Promptly upon its decision to schedule a proposed modification for public hearing, the Commission shall refer the proposed modification to the community board or community boards and the affected Borough President to which the application was earlier referred, for such action as such board or boards or Borough President deem appropriate.

(2) The above provision shall not limit the Commission's ability to make a minor modification of an application.

(d) *Notice of hearing.* Notice of the time, place and subject of a public hearing by the Commission for all applications subject to this expedited land use review procedure, including applications for zoning text amendments pursuant to Section 200 and Section 201 of the Charter and modified applications pursuant to 62 RCNY § 14-06(c)(1) shall be given as follows:

(1) by publication in The City Record beginning not less than ten (10) calendar days immediately prior to the date of hearing and continuing until the day prior to the hearing;

(2) by publication in the Comprehensive City Planning Calendar distributed not less than ten (10) calendar days prior to the date of hearing;

(3) by transmitting notice to the concerned community board or community boards, Borough President, and to the applicant not less than ten (10) calendar days prior to the date of hearing;

(4) for all actions that result in acquisition of property by the City, other than by lease, whether by condemnation or otherwise, the applicant shall notify the owner or owners of the property in question by mail to the last known address of such owner or owners, as shown on the City's tax records, not later than five (5) days prior to the date of hearing. An affidavit attesting to the mailing and a copy of the notice shall be submitted to the Department of City Planning prior to the Commission's public hearing.

(e) *Conduct of hearing.*

(1) *Location.* Commission public hearings shall be held at 120 Broadway, New York, New York, unless otherwise ordered by the Chair.

(2) *General Character.* Hearings shall be legislative type hearings, without sworn testimony, strict rules of evidence or opportunity for speakers to cross-examine one another. Only members of the Commission may question a speaker (except at a joint Commission / CEQR hearing at which officers of the lead agency and the Office of Environmental Coordination may also ask questions). All persons filling out an appearance form shall be given the opportunity to speak. The chairperson may prescribe a uniform limited time for each speaker.

(3) *Quorum.* A public hearing shall require a quorum of a majority of the members of the Commission.

(f) *Commission actions.*

(1) *Scope of action.* The Commission shall approve, approve with modifications or disapprove each application.

(2) *Affordable Housing Fast Track Applications.* In determining whether to approve, approve with modifications, or disapprove an application pursuant to Section 197-e(b)(9) of the Charter, the Commission shall assess and make a finding regarding the consistency of such application with the fair housing plan pursuant to Section 16-a(b) of the Charter and the adequacy of existing transportation, sewer and other infrastructure.

(3) *Vote.* The Commission shall act by the affirmative roll call vote of at least seven (7) members at a public meeting.

(4) *Commission report.* A report of the Commission shall be written with respect to each application subject to this procedure on which a vote has been taken. The report shall include:

(i) a description of the certified application;

(ii) a summary of testimony at all Commission public hearings held on the application;

(iii) all community board and Borough President written recommendations concerning the application;

(iv) the consideration leading to the Commission's action, including reasons for approval and any modification of the application and reasons for rejection by the Commission of community board or Borough President recommendations;

(v) any findings and consideration with respect to environmental impacts as required by the State Environmental Quality Review Act and regulations;

(vi) the action of the Commission, including any modification of the application;

(vii) the votes of individual Commissioners;

(viii) any dissenting opinions.

(5) *Filing of decisions of the Commission.* The City Planning Commission shall file its decision with the affected Borough President. The Commission shall transmit any decision to the applicant and to the community board or community board(s). Filings with the Borough President shall be completed within the Commission's thirty (30) or forty-five (45) day time period.

(6) *Zoning Resolution text amendments pursuant to Sections 200 and 201 of the Charter.* Applications for amendments to the text of the Zoning Resolution pursuant to Section 200 or Section 201 of the Charter that are reviewed under Section 197-e of the Charter shall be subject to the provisions of this paragraph (f).

§ 14-07 Administrative Provisions.

(a) *Referrals and filings.* Unless otherwise provided herein, any referrals and filings required under this chapter shall be directed to the entities below as follows:

(1) if to the Commission, then through the Department of City Planning's website or, alternatively, to the Land Use Review Division, Department of City Planning, 120 Broadway, 31st Floor, New York, New York 10271;

(2) if to a community board, then to the chairperson of such community board at its office or, if there is no office or if no office address is provided to the Land Use Review Division, Department of City Planning, then to such board c/o the Borough President of the borough in question;

(3) if to a Borough President, then to the Borough President of the borough in question;

(4) if to the City Council then to the Office of the Speaker City Council, City Hall, New York, New York.

(b) *Time provisions.*

(1) *Expiration dates.* Where the expiration of a time period set forth herein falls on a Saturday, Sunday or legal holiday, the expiration date shall be deemed extended until the next working day.

(2) *Determination.* All time periods specified in these regulations shall be calendar days. The commencement and end of time periods shall be recorded and officially calculated and determined by the Director of City Planning.

§ 14-08 Applications Pursuant to Section 197-e(k) of the Charter.

Notwithstanding any provision of this Chapter to the contrary, applications filed pursuant to Section 197-e(k) of the Charter shall comply with the requirements of this section.

(a) The applicant shall submit to each affected Community Board and affected Borough President the documents required for applications reviewed under the uniform land use review procedure, as set forth in Section 197-c(b) of the Charter.

(b) Each affected Community Board and affected Borough President shall, not later than sixty (60) days after receipt of such application, prepare and submit a written recommendation to the City Council and to the applicant, provided that such Community Board shall notify the public of the application and conduct a public hearing prior to such submission. Where such application is received during the month of June, the affected Community Board shall notify the public of the application and conduct a public hearing or, where authorized, submit a waiver of the right to conduct a public hearing pursuant to Section 197-e(k)(3) of the Charter not later than ninety (90) days after receipt of such application or, where such application is received during the period of time from and including July 1 to and including July 15, not later than seventy-five (75) days after receipt of such application.

(1) *Notice of hearing.* Notice of the time, place and subject of a public hearing to be held by a community board on an application shall be given as follows:

(i) by publication in The City Record for the five (5) days of publication immediately preceding and including the date of the public hearing;

(ii) to the applicant ten (10) days prior to the date of hearing ;

(iii) for all actions that result in acquisition of property by the City, other than by lease, whether by condemnation or otherwise, the applicant shall notify the owner or owners of the property in question by mail to the last known address of such owner or owners, as shown on the City's tax records, not later than five (5) days prior to the date of hearing. An affidavit attesting to the mailing and a copy of the notice shall be submitted to the City Council prior to the Council's public hearing;

(iv) Community boards are also encouraged to publicize hearings by publication in local newspapers, posting notices in prominent locations, and other appropriate means.

(2) Conduct of public hearing.

(i) Location. A community board public hearing shall be held at a convenient place of public assembly chosen by the board and located within its community district. If in the community board's judgment there is no suitable and convenient place within the community district, the hearing shall be held at a centrally located place of public assembly within the borough. This provision is not intended to affect the requirement of Section 2800(h) of the Charter stating a community board's obligation to meet at least monthly (except during July and August) within its district.

(ii) General character. Hearings shall be legislative type hearings, without sworn testimony or strict rules of evidence. Only members of a community board and persons expressly authorized by the chairperson may question a speaker. All persons appearing and wishing to speak shall be given the opportunity to speak. A community board hearing shall be conducted in accordance with by-laws adopted by the community board.

(iii) Quorum. A public hearing shall require a quorum of 20% of the appointed members of the community board, but in no event fewer than seven such members. The minutes of a meeting at which a public hearing was held shall include a record of the individual members present.

(iv) Record. The record of a public hearing shall consist of but not be limited to a list of speaker's names and affiliations (if any), a notation of each speaker's own indication, on a form provided for that purpose, of support or opposition to the application, and any exhibits or written statements offered by speakers.

(3) Public attendance at meetings of a community board or its committees. The public may attend all meetings of a community board or its committee at which an application for an action subject to this Chapter is to be considered or acted upon in a preliminary or final manner. A community board may close a meeting or committee meeting to the public only as provided in the New York State Open Meetings Law (Public Officers Law, §§ 100 – 111).

(4) Recommendations and waivers.

(i) Quorum. The adoption of a community board recommendation, or the waiver of a public hearing and recommendation by a community board, shall require a quorum of a majority of the appointed members of the board. The minutes of a meeting at which a recommendation or waiver was adopted shall record the individual members present.

(ii) *Vote.* The adoption of a community board recommendation or the waiver of a public hearing and recommendation shall be by a public vote which results in approval by a majority of the appointed members present during the presence of a quorum, at a duly called meeting. The vote shall be taken in accordance with the by-laws of the community board.

(iii) *Content.* A community board recommendation shall be in writing via a form provided by the City and shall include a description of the application, the time and place of the public hearing on the application, the time and place of the meeting at which the recommendation was adopted and the vote by which the recommendation was adopted. The community board may include in its submission the reasons for the vote and any conditions attached to its vote.

(iv) *Submission.* A community board shall submit its recommendation or waiver promptly after adoption, to the City Council, to the Borough President, and to the applicant.

(5) *Borough President Actions.* A Borough President shall submit a written recommendation on an application to the City Council and to the applicant, or waive the right to submit a recommendation to the City Planning Commission. Such recommendation or waiver shall be submitted on the form provided not later than 60 days after the Borough President's receipt of a complete application submitted by the applicant.

(c) If a Community Board or Borough President fails or waives its right to act within the time limits for review, the applicant may file the application with the City Council for review and action following the expiration of the community board review period as set forth in 62 RCNY § 14-08(b).

(d) The applicant shall file such application with the City Council, and such application shall be reviewed in accordance with Section 197-d(c-1) of the Charter. Such application shall be filed no later than 10 days after the expiration of the community board and Borough President review period, except that if such application is filed in conjunction with an application eligible for review pursuant to Section 197-e(b) of the Charter, such application shall be filed no later than 10 days after the expiration of the City Planning Commission's review period for such related application. Any such filing with the City Council shall include copies of all written recommendations of community boards and Borough Presidents with respect to the decision being filed.

§ 14-09 Interpretation and Amendment of Regulations.

(a) *Interpretation.* This chapter shall be interpreted in accordance with the ordinary meaning of the language herein, and any ambiguities arising herefrom shall be referred to and definitively interpreted in written opinions by the Director of City Planning.

(b) *Amendments.* The Commission from time to time may amend these regulations, in accordance with the City Administrative Procedure Act, Chapter 45 of the Charter.

(c) *Commission Rules of Procedure.* These regulations shall supplement and, where there is inconsistency, supersede the rules of Practice and Procedure of the City Planning Commission.

§ 5. Title 62 of the Rules of the City of New York is amended by adding a new chapter 15 to read as follows:

Chapter 15: Affordable Housing Appeals Board

§ 15-01 Definitions.

For the purposes of this chapter, the following terms have the following meanings:

Affordable Housing Appeals Board. The term “Affordable Housing Appeals Board” or “Board” means the affordable housing appeals board established pursuant to Section 197-q of the Charter.

Affordable Housing Building. The term “Affordable Housing Building” means a building subject to a regulatory agreement, restrictive declaration, or other similar instrument with a federal, state, or city governmental entity that provides for the creation of one or more income-restricted dwelling units.

Commission. The term “Commission” means the City Planning Commission.

Department. The term “Department” means the Department of City Planning.

Mandatory Inclusionary Housing. The term “Mandatory Inclusionary Housing” means the Mandatory Inclusionary Housing Program established in the New York City Zoning Resolution, as it may be amended from time to time, or such other programs as may be established in the Zoning Resolution that mandate that any new housing on designated lots include minimum percentages of permanently affordable housing equivalent to or exceeding the requirements under the Mandatory Inclusionary Housing Program.

§ 15-02 Affordable Housing Appeals Board.

There shall be an affordable housing appeals board to consist of the Mayor, the Speaker of the Council, and the affected Borough President, or a designee of each such member.

§ 15-03 Designation by Members of the Board.

When naming a designee to the Board, members of the Board shall send written notice to the Department, in a form and manner prescribed by the Department, no later than one business day prior to the scheduled public meeting of the Board.

§ 15-04 Powers of the Affordable Housing Appeals Board.

The Board shall have the power to review actions of the City Council that meet the following criteria:

- (a) Such action is taken pursuant to subdivision c of section one hundred ninety-seven-d of the Charter;
- (b) Such action disapproves or approves with modifications an application that would directly facilitate the development of affordable housing; and

- (c) The application does not include land located in two or more boroughs or relate to an urban renewal plan filed pursuant to paragraph eight of subdivision a of section one hundred ninety-seven-c of the Charter.

§ 15-05 Actions that Directly Facilitate the Development of Affordable Housing.

For an application to directly facilitate the development of affordable housing within the meaning of Section 197-g of the Charter and these rules, such application must facilitate the development of housing and involve or relate to:

- (a) the application of Mandatory Inclusionary Housing to one or more specified parcels of real property;
- (b) one or more specified parcels of real property that were previously made subject to Mandatory Inclusionary Housing;
- (c) the development of an Affordable Housing Building for which a government agency serves as the applicant or co-applicant; or
- (d) the development of an Affordable Housing Building subject to binding restrictions at the time of land use approval.

§ 15-06 Requests for Affordable Housing Appeals Board Review.

- (a) Following an action by the City Council eligible for review by the Board, the Department shall notify the members of the Board and the applicant of such action as soon as practicable, and in no case later than one day after such action.
- (b) The Board shall review such action by the City Council if, within five days of such action, the applicant requests review of such action by the Board or each of at least two members of the Board state in separate writings to the Department that such action should be reviewed.
- (c) A request for review by an applicant or a member of the Board shall be made to the Department in a form and manner prescribed by the Department.
- (d) If an applicant requests review, or each of at least two members of the Board state in separate writings to the Department that such action should be reviewed, the Department shall notify the Board and the applicant of such request for review as soon as practicable, and in no case later than one day after such request for review.

§ 15-07 Meetings of the Affordable Housing Appeals Board.

- (a) Within fifteen days of an applicant requesting review by the Board or the date by which two or more members of the Board state in writing that such action should be reviewed, the Board shall:
 - (1) Hold a public meeting, after giving public notice pursuant to the New York State Open Meeting Law not less than five days in advance of such meeting, and
 - (2) Take final action on the decision.

- (b) The Department shall provide all necessary assistance to the Board in the conduct of its meetings and the exercise of its powers.

§ 15-08 Actions of the Affordable Housing Appeals Board.

- (a) The Board may, by an affirmative majority vote, approve an application disapproved by the City Council, or reverse one or more modifications made by the City Council, provided that any modifications made by the Board shall be limited to removing one or more modifications made by the City Council and restoring, in relevant part, the application as it was approved by the Commission.
- (b) The Board shall not approve with modifications an application subject to its review if the Commission has determined pursuant to Section 197-g(e) of the Charter that additional review of the modifications is required. Prior to approving a decision of the City Council with modifications, the Board shall file any such proposed modifications with the Commission, provided that the Board need not file such proposed modifications with the Commission where such modifications wholly restore the application as it was approved by the Commission. Within fifteen days of such filing, the Commission shall file with the City Council a written statement indicating whether such proposed modifications are of such significance that additional review of environmental issues or additional review pursuant to section 197-c of the Charter is required. If no additional review is required, the Board may thereafter approve such proposed modifications. The time period for Board action pursuant Section 197-g(e) of the Charter shall be tolled during such fifteen-day period, provided, however, that proposed modifications may be referred to the Commission pursuant to pursuant Section 197-g(e) of the Charter only once with respect to each application or group of related applications under review by the Board.
- (c) If, within the time period provided for in Section 197-g(d) or Section 197-g(e) of the Charter, the Board fails to act or fails to act by the required vote, the Board shall be deemed to have affirmed the decision of the City Council.
- (d) Following any decision by the Board, a written record of such decision shall be posted online and made available to the public as soon as practicable, and in no case later than five days after such decision.
-

**NEW YORK CITY LAW DEPARTMENT
DIVISION OF LEGAL COUNSEL
100 CHURCH STREET
NEW YORK, NY 10007
212-356-4028**

**CERTIFICATION PURSUANT TO
CHARTER §1043(d)**

RULE TITLE: Rules Relating to Expedited Land Use Review Procedure and Affordable Housing Appeals Board

REFERENCE NUMBER: 2026 RG 043

RULEMAKING AGENCY: Department of City Planning / City Planning Commission

I certify that this office has reviewed the above-referenced proposed rule as required by section 1043(d) of the New York City Charter, and that the above-referenced proposed rule:

- (i) is drafted so as to accomplish the purpose of the authorizing provisions of law;
- (ii) is not in conflict with other applicable rules;
- (iii) to the extent practicable and appropriate, is narrowly drawn to achieve its stated purpose; and
- (iv) to the extent practicable and appropriate, contains a statement of basis and purpose that provides a clear explanation of the rule and the requirements imposed by the rule.

/s/ STEVEN GOULDEN
Senior Counsel

Date: July 9, 2026

**NEW YORK CITY MAYOR'S OFFICE OF OPERATIONS
253 BROADWAY, 10th FLOOR
NEW YORK, NY 10007
212-788-1400**

**CERTIFICATION / ANALYSIS
PURSUANT TO CHARTER SECTION 1043(d)**

RULE TITLE: Rules Relating to Expedited Land Use Review Procedure and Affordable Housing Appeals Board

REFERENCE NUMBER: CPC-1

RULEMAKING AGENCY: Department of City Planning/City Planning Commission

I certify that this office has analyzed the proposed rule referenced above as required by Section 1043(d) of the New York City Charter, and that the proposed rule referenced above:

- (i) Is understandable and written in plain language for the discrete regulated community or communities;
- (ii) Minimizes compliance costs for the discrete regulated community or communities consistent with achieving the stated purpose of the rule; and
- (iii) Does not provide a cure period because it does not establish a violation, modification of a violation, or modification of the penalties associated with a violation.

/s/ Francisco X. Navarro
Mayor's Office of Operations

July 10, 2026
Date

Final Rule for Update to Citywide Truck Routes [CBs]

From Szabo, Olivia

Date Fri 9/4/2026 2:23 PM

To Szabo, Olivia

Cc Castell Croke, Carlos; Mudgal, Maya

Hello,

The adopted rule to amend citywide truck routes was published today in the City Record and posted on the NYC Rules website. These route changes have been adopted to promote safety, efficiency, and sustainability. The rule will go into effect on Oct. 4, 2026.

- Review the Notice of Adoption here: ([LINK](#))
- NYC Rules Page for Citywide Truck Routes: ([LINK](#))

This update to the City's truck route network will create new restrictions on where trucks can travel, helping shift truck trips off local streets and onto highways and in industrial areas with shorter connections to and from major industrial zones. As a reminder, NYC DOT was mandated by Local Law 171 to redesign the city truck route network. DOT published the New York City Truck Route Network Redesign report on November 26, 2025. The findings and recommendations set forth in the report are the basis for the adopted rule. This rule was first published in the City Record on May 4, 2026, and a public hearing was held on June 9, 2026.

Best,

Olivia Szabo (she, her)

Assistant Director of Community Affairs

NYC Department of Transportation

This message and any attachments are solely for the individual(s) named above and others who have been specifically authorized to receive such and may contain information which is confidential, privileged or exempt from disclosure under applicable law. If you are not the intended recipient, any disclosure, copying, use or distribution of the information included in this message and any attachments is strictly prohibited. If you have received this communication in error, please notify us by reply e-mail and immediately and permanently delete this message and any attachments.

Thank you.

NYC – Department of Transportation

New York City Department of Transportation

Notice of Adoption

NOTICE OF ADOPTION relating to amendments of section 4-13 of Chapter 4 of Title 34 of the Rules of the City of New York (“34 RCNY”) to update the citywide truck routes.

NOTICE IS HEREBY GIVEN PURSUANT TO THE AUTHORITY VESTED IN the Commissioner of the New York City Department of Transportation (DOT) by Sections 1043 and 2903(a) of the New York City Charter and in accordance with the requirements of Section 1043 of the New York City Charter that DOT hereby amends Chapter 4 of Title 34 of the Rules of the City of New York (“Traffic Rules”).

This rule was first published in the City Record on May 4, 2026, and a public hearing was held on June 9, 2026. In total, DOT received approximately 445 comments submitted through the NYC Rules website, via email, and at the public hearing. Many comments were duplicative, where an individual both emailed and posted the same comment to the NYC Rules website.

The majority of comments received were opposed to the addition of truck routes in certain areas, citing increased truck traffic, air and noise pollution, illegal parking, and wear and tear of the street. The following truck routes received opposition from various members of the public:

- 3rd Avenue from 65th Street to 86th Street and 86th Street from 3rd Avenue to Fort Hamilton Parkway (Bay Ridge)
- 3rd Avenue, 2nd Avenue (Sunset Park)
- 2nd Avenue from 29th Street to 58th Street, BK
- 3rd Avenue, State Street to Schermerhorn Street (Boerum Hill)
- Farmers Boulevard from North Conduit Avenue to Rockaway Boulevard
- 44th Drive
- Red Hook
- Arthur Kill Road
- Furman Street and Old Fulton Street

The following amendments to the truck route received support:

- New Utrecht Avenue
- Broadway (Flatiron)
- 44th Drive from Vernon Boulevard to Thomson Avenue

Based on significant opposition by the surrounding community, DOT removed the proposed route additions on 3rd Avenue between 65th Street and 86th Street and 86th Street between 3rd Avenue and Fort Hamilton Parkway. DOT will continue to monitor truck traffic conditions in this area and may propose such additions for future truck route network updates. DOT acknowledges the community concerns related to some of the new truck routes and will monitor these routes with field observations and data collection. DOT will work to address any concerns that arise after the implementation of such truck route additions.

Based on the public comments and to correct an error in the proposed rule, DOT made the following changes to the proposed rule:

- Removed “41st Street” from the “Limits” of the “21st Street” route in Section 4-13(b)(1) and reverted back to “24th Avenue” as the end of that route.
- Removed “86th Street” from the “Limits” of the “3rd Avenue” route in Section 4-13(e)(2) and reverted back to “65th Street” as the end of that route.
- Removed “3rd Avenue” from the “Limits” of the “86th Street” route in Section 4-13(e)(2) and reverted back to the existing “Limits” of that route.

Statement of Basis and Purpose of Adopted Rule

The Commissioner of the New York City Department of Transportation (“DOT”) is authorized to promulgate rules regarding traffic operations in the city pursuant to Section 2903(a) of the New York City Charter.

The adopted rules are promulgated pursuant to Local Law 171 of 2023 (“Local Law 171”) which required DOT “to redesign the city truck route network and make any changes to such network that the department determines would enhance safety, increase visibility, reduce traffic congestion, reduce vehicle miles traveled, or otherwise facilitate the conduct of vehicular traffic within the city truck route network.” Local Law 171 required DOT to consult with specified agencies and other interested groups in conducting this redesign and to publish a report on the proposed redesign prior to its adoption. DOT published a report titled New York City Truck Route Network Redesign on November 26, 2025. This report presented DOT’s findings, analyses, and recommendations to improve freight movement while simultaneously promoting safety, efficiency, and sustainability across the five boroughs. The findings and recommendations set forth in the report are the basis for the adopted rule.

The adopted rule amends section 4-13 of the rules to update the truck route tables—removing old routes and adding new ones— in the “Street” and “Limit” columns. These route changes have been adopted to promote safety, efficiency, and sustainability. Further explanation is provided in the DOT report, which is available at <https://www.nyc.gov/html/dot/downloads/pdf/truck-network-redesign-report.pdf>.

The adopted rule updates the language in section 4-13 to replace binary pronouns with gender-inclusive pronouns. Specifically, the amendments being adopted are as follows:

- Section 4-13(b) is amended by updating “Through Truck Routes” and “Local Truck Routes” for the Borough of Queens.
- Section 4-13(c) is amended by updating “Through Truck Routes” and “Local Truck Routes” for the Borough of Staten Island.
- Section 4-13(d) is amended by updating “Through Truck Routes” and “Local Truck Routes” for the Borough of Manhattan.
- Section 4-13(e) is amended by updating “Through Truck Routes” and “Local Truck Routes” for the Borough of Brooklyn.
- Section 4-13(f) is amended by updating “Through Truck Routes” and “Local Truck Routes” for the Borough of the Bronx.

New material is underlined.

[Deleted material is in brackets.]

Asterisks (***) indicate unamended text.

Section 1. Subdivision (b) of section 4-13 of chapter 4 of Title 34 of the Rules of the City of New York is amended to read as follows:

(b) Truck routing rules for the Borough of Queens.

(1) *Through trucks.* An operator of any truck as defined above, having neither an origin nor a destination within the Borough of Queens shall restrict the operation of such vehicle to those street segments on the following list. These are designated as "Through Truck Routes." All trucks must adhere to all posted signs indicating locations that limit the height of vehicles permitted to operate thereon.

THROUGH TRUCK ROUTE NETWORK

Street	Limits
Astoria [Blvd.] <u>Boulevard</u> (North and South)	[29th St.] <u>21st Street</u> to Northern [Blvd.] <u>Boulevard</u>
Atlantic Avenue	[Kings County Line] <u>Eldert Lane</u> to Van Wyck Expressway
Beach Channel Drive	Marine [Pkway] <u>Parkway Bridge</u> to <u>Beach 84th Street and Beach 79th Street</u> to Nassau County Line
<u>Borden Avenue</u>	<u>Long Island Expressway</u> to <u>60th Street</u>
Braddock Avenue	Hillside Avenue to [Jamaica Avenue] <u>Jericho Turnpike</u>
Bradley Avenue	Greenpoint Avenue to Van Dam Street
[Bridge Plaza South]	[Queensboro Bridge to Jackson Avenue]
Brooklyn-Queens Expressway	Kings County Line to Astoria Boulevard (North and South)
Clearview Expressway	Throgs Neck Bridge to Hillside Avenue
Crescent Street	41st Avenue to Bridge Plaza
Cross Island Parkway Service Roads	Whitestone Expressway to Francis Lewis Boulevard
<u>Eliot Avenue</u>	<u>Long Island Expressway</u> to <u>Queens Boulevard</u>
Francis Lewis Boulevard	Cross Island Parkway Service Road to Springfield Boulevard
Grand Central Parkway	Triborough Bridge to the Brooklyn-Queens Expressway (western leg)
Greenpoint Avenue	Van Dam Street to Queens Boulevard
Hempstead Avenue	Jamaica Avenue to Nassau County Line
Hillside Avenue	Myrtle Avenue to [Nassau County] <u>City Line</u>

Hoyt Avenue (North and South)	Astoria Boulevard to 21st Street
Jackson Avenue	[Borden Avenue] <u>Vernon Boulevard</u> to [Northern] <u>Queens Boulevard</u>
Jamaica Avenue	Francis Lewis Boulevard to [Nassau County Line] <u>Jericho Turnpike</u>
<u>Jericho Turnpike</u>	<u>Jamaica Avenue to 257th Street</u>
Linden Boulevard	[Kings County Line] <u>Sapphire Street</u> to North and South Conduit Avenue
Long Island Expressway (<u>Queens Midtown Expressway</u>)	Queens Midtown Tunnel to [Nassau County] <u>City Line</u>
<u>Marina Road</u>	<u>Northern Boulevard to Van Wyck Expressway</u>
Myrtle Avenue	[Kings County Line] <u>Wyckoff Avenue</u> to Hillside Avenue
<u>Nassau Expressway</u>	<u>South Conduit Avenue to Farmers Boulevard and North Conduit Avenue to Farmers Boulevard</u>
North [and South] Conduit Avenue [(Sunrise Highway)]	[Linden] <u>Conduit Boulevard</u> to [Nassau County Line] <u>Sunrise Highway</u>
Northern Boulevard	[Jackson Avenue] <u>41st Street</u> to [Nassau County Line] <u>Glenwood Street</u>
Queens Boulevard	Jackson Avenue to Hillside Avenue
<u>Queens Plaza East (Northern Boulevard)</u>	<u>41st Avenue to Queens Boulevard</u>
<u>Queens Plaza North</u>	<u>Queensboro Bridge to Northern Boulevard</u>
<u>Queens Plaza South</u>	<u>Queensboro Bridge to Jackson Avenue</u>
Rockaway Boulevard	North and South Conduit Avenue to [Nassau County] <u>City Line</u>
<u>Rockaway Freeway (Beach Channel Drive)</u>	<u>Beach 84th Street to Beach 79th Street</u>
<u>South Conduit Avenue</u>	<u>Conduit Boulevard to Cross Bay Boulevard and Nassau Expressway to City Line</u>
<u>Sunrise Highway</u>	<u>North Conduit Avenue to Nassau County Line</u>
Springfield Boulevard	Jamaica Avenue to North and South Conduit Avenues
Thomson Avenue	[Jackson Avenue] <u>44th Drive</u> to Queens Boulevard
Van Dam Street	Greenpoint Avenue to Queens Boulevard
Van Wyck Expressway	Whitestone Expressway to North and South Conduit Avenues
<u>Vernon Boulevard</u>	<u>Borden Avenue to Jackson Avenue</u>
Whitestone Expressway	Whitestone Bridge to Astoria Boulevard

21st Street	[Borden Avenue] <u>Queens Midtown Expressway</u> to 24th Avenue
24th Avenue	21st Street to 29th Street
29th Street	24th Avenue to <u>Hoyt Avenue North and Hoyt Avenue South</u> to Astoria Boulevard
41st Avenue	21st Street to Crescent Street
<u>68th Street</u>	<u>Brooklyn Queens Expressway to Northern Boulevard</u>
[213th Street]	[Hempstead Avenue to Jamaica Avenue]

(2) *Local trucks*. An operator of any truck as defined in paragraph (a)(1) above, with an origin or destination for the purpose of delivery, loading, or servicing within the Borough of Queens, shall only operate such vehicle over the street segments designated as “Through Truck Routes” in paragraph (b)(1) above and the following streets listed [streets] as “Local Truck Routes”, except that an operator may operate on a street not designated below for the purpose of arriving at [his/her] the destination. This shall be accomplished by leaving a designated truck route at the intersection that is nearest and provides the most direct route to [his/her] the destination, proceeding by the most direct route while observing existing street directions and turn restrictions, and then returning to the nearest designated truck route by the most direct route. If the operator has additional destinations in the immediate vicinity, [he/she] they may proceed by the most direct route to [his/her] the next destination without returning to a designated truck route, provided that the operator’s next destination does not require that [he/she] they cross a designated truck route. All trucks must adhere to all posted signs indicating locations that limit the height of vehicles permitted to operate thereon.

LOCAL TRUCK ROUTE NETWORK

Street	Limits
Astoria [Blvd.] <u>Boulevard</u> (North and South)	8th Street to [Northern Boulevard] <u>21st Street</u>
[Atlantic Avenue]	[Kings County Line to Van Wyck Expressway]
Baisley Boulevard	Rockaway Boulevard to Merrick Boulevard
[Beach Channel Drive]	[Marine Pkway Bridge to Nassau County Line]
Borden Avenue	2nd Street to [Greenpoint Avenue] <u>Long Island Expressway Exit 17, 54th Avenue to 63rd Street, and 58th Street to 69th Street</u>
[Braddock Avenue]	[Hillside Avenue to Jamaica Avenue]
Bradley Avenue	Greenpoint Avenue to Van Dam Street
[Bridge Plaza]	[Queensboro Bridge to Jackson Avenue]
Broadway	Vernon Boulevard to Queens Boulevard
[Brooklyn-Queens Expressway]	[Kings County Line to Astoria Boulevard (North and South)]
Central Avenue	Myrtle Avenue to Cooper Avenue

[Clearview Expressway]	[Throgs Neck Bridge to Hillside Avenue]
Clintonville Street	Cross Island Parkway South Service Road to 7th Avenue
College Point [Avenue] <u>Boulevard</u>	Long Island Expressway to 14th Avenue
Cooper Avenue	[Kings County Line] <u>Irving Avenue</u> to Woodhaven Boulevard
[Crescent Street]	[41st Avenue to Bridge Plaza]
Cross Bay Boulevard	[Liberty Avenue] <u>Rockaway Boulevard</u> to Beach Channel Drive
[Cross Island Pkwy. Service Rds.]	[Whitestone Expressway to Francis Lewis Boulevard]
Cypress Avenue	Flushing Avenue to Cooper Avenue
<u>Cypress Hills Street</u>	<u>65th Place to Cooper Avenue</u>
Ditmars Boulevard	49th Street to Hazen Street, <u>and 81st Street to 23rd Avenue</u>
[Ditmars Boulevard]	[81st Street to 23rd Avenue]
[Dunkirk Street]	[Liberty Avenue to Linden Boulevard]
Farmers Boulevard	Liberty Avenue to [North and South Conduit Avenue] <u>Rockaway Boulevard</u>
Flushing Avenue	[Kings County Line] <u>Seneca Avenue</u> to 55th Street
[Francis Lewis Boulevard]	[Cross Island Parkway Service Roads to Springfield Boulevard]
Fresh Pond Road	Metropolitan Avenue to Myrtle Avenue
Grand Avenue	[Kings County Line] <u>Grand Street</u> to Rust Street, <u>and 55th Drive (Borden Avenue/Queens Midtown Expressway Service Road) to Queens Boulevard</u>
[Grand Avenue]	[Borden Avenue to Queens Boulevard]
<u>Grand Central Parkway Service Road</u>	<u>Astoria Boulevard North to 82nd Street</u>
[Greenpoint Avenue]	[Van Dam Street to Queens Boulevard]
Guy R. Brewer Boulevard	Liberty Avenue to North and South Conduit Avenue
Hazen Street	20th Avenue to Astoria Boulevard <u>North</u>
[Hempstead Avenue]	[Jamaica Avenue to Nassau County Line]
[Hillside Avenue]	[Myrtle Avenue to Nassau County Line]
Hoyt Avenue (North and South)	Astoria Boulevard to 21st Street
[Jackson Avenue]	[Borden Avenue to Northern Boulevard]
Jamaica Avenue	Merrick Boulevard to [Nassau County Line] <u>Francis Lewis Boulevard</u>
Junction Boulevard	32nd Avenue to Queens Boulevard
Kissena Boulevard	Main Street to Parsons Boulevard

<u>Laurel Hill Boulevard</u>	<u>Review Avenue to 54th Avenue</u>
<u>Lefferts Boulevard</u>	<u>North Conduit Avenue to South Conduit Avenue</u>
Liberty Avenue	Van Wyck Expressway to [Farmers Boulevard] <u>Hilburn Avenue</u>
Linden Boulevard	Kings County Line to North and South Conduit Avenues [and Newburg Street to Farmers Boulevard]
Linden Place	Whitestone Expressway to Northern Boulevard
[Long Island Expressway]	[Queens Midtown Tunnel to Nassau County Line]
Main Avenue	Vernon Boulevard to Astoria Boulevard
Main Street	Northern Boulevard to Queens Boulevard
[Maurice Avenue]	[L.I.E. to 56th Terrace]
Maspeth Avenue	[49th Street] 48th Street to <u>58th Street</u>
[Maspeth Avenue]	[Page Place to Maurice Avenue]
<u>Maurice Avenue</u>	<u>Queens Midtown Expressway to 58th Street</u>
Merrick Boulevard	Hillside Avenue to [Nassau County Line] <u>Hook Creek Boulevard</u>
Metropolitan Avenue	[Kings County Line] <u>Onderdonk Avenue</u> to Hillside Avenue
[Myrtle Avenue]	[Kings County Line to Hillside Avenue]
North and South Conduit Avenue (Sunrise Highway)	Linden Boulevard to [Nassau County] <u>City Line</u>
[Northern Boulevard]	[Jackson Avenue to Nassau County Line]
Page Place	Grand Avenue to Maspeth Avenue
Parsons Boulevard	Kissena Boulevard to Union Turnpike
[Queens Boulevard]	[Jackson Avenue to Hillside Avenue]
<u>Queens Plaza North</u>	<u>Queensboro Bridge to Northern Boulevard</u>
<u>Queens Plaza South</u>	<u>Queensboro Bridge to Jackson Avenue</u>
Review Avenue	Borden Avenue to Laurel Hill Boulevard
Rockaway Boulevard	Atlantic Avenue to [Nassau County Line] <u>North and South Conduit Avenues</u>
Roosevelt Avenue	Queens Boulevard to Main Street
Rust Street	[58th Street] <u>56th Drive</u> to [Flushing Avenue] <u>Grand Avenue</u>
[Rust Street]	[56th Terrace to 58th Street]
<u>Saint Felix Avenue</u>	<u>Copper Avenue to Cypress Avenue</u>
[Springfield Boulevard]	[Jamaica Avenue to North and South Conduit Avenue]
<u>Starr Avenue</u>	<u>Van Dam Street to Borden Avenue</u>

Steinway Street	Northern [Blvd.] <u>Boulevard</u> to [Astoria Blvd. North] <u>19th Avenue</u>
[Steinway Street]	[Astoria Blvd. North to 19th Avenue]
<u>Sutter Avenue</u>	<u>North Conduit Avenue to Kings County Line</u>
Sutphin Boulevard	94th Avenue to Liberty Avenue
[Thomson Avenue]	[Jackson Avenue to Queens Boulevard]
Union Turnpike	Myrtle Avenue to [Nassau County Line] <u>Lakeville Road</u>
[Van Dam Street]	[Queens Boulevard to Greenpoint Avenue]
Van Wyck Expressway	[Whitestone Expressway] <u>North and South Conduit Avenue</u> to John F. Kennedy International Airport
Vernon Boulevard	Borden Avenue to [8th Street] <u>Main Avenue</u>
[Whitestone Expressway]	[Whitestone Bridge to Astoria Boulevard]
Willeys Point Boulevard	[Roosevelt Avenue] <u>127th Street</u> to Northern Boulevard
Woodhaven Boulevard	[Liberty Avenue] <u>Rockaway Boulevard</u> to Queens Boulevard
8th Street	Astoria Boulevard to [Vernon Boulevard] <u>Main Avenue</u>
<u>10th Street</u>	<u>44th Drive to Vernon Boulevard</u>
14th Road	College Point Boulevard to 110th Street
14th Avenue	Cross Island Parkway Service Road to Whitestone Expressway and College Point Boulevard to 110th Street
15th Avenue	College Point Boulevard to [110th] <u>110th Street</u>
19th Avenue	Steinway Street to 81st Street
20th Avenue	21st Street to Hazen Street, <u>and Whitestone Expressway to College Point Boulevard</u>
[20th Avenue]	[Whitestone Expressway to College Point Boulevard]
21st Street	[Borden Avenue] <u>24th Avenue</u> to 20th Avenue
23rd Avenue	Astoria Boulevard South to [Ditmars Boulevard] <u>82nd Street</u>
[24th Avenue]	[21st Street to 29th Street]
[29th Street]	[24th Avenue to Astoria Boulevard]
<u>32nd Street</u>	<u>Astoria Boulevard North to Astoria Boulevard South</u>
<u>38th Avenue</u>	<u>Northern Boulevard to Vernon Boulevard</u>
39th Street	Queens Boulevard to Northern Boulevard

[41st Avenue]	[21st Street to Crescent Street]
43rd Street	53rd Avenue to [54th Avenue] <u>56th Road</u>
<u>44th Drive</u>	<u>Vernon Boulevard to Thomson Avenue</u>
47th Street	Grand Avenue to 58th Road
48th Street	[Long Island Expressway to 55th] <u>53rd Avenue to 56th Road and Maspeth Avenue to 58th Road</u>
[48th Street]	[Maspeth Avenue to 58th Road and 55th Avenue to 56th Road]
49th Street	Ditmars Boulevard to Astoria Boulevard <u>South, and Maspeth Avenue to 56th Road</u>
[49th Street]	[Maspeth Avenue to 56th Road]
53rd Avenue	43rd Street to 48th Street
54th Avenue	Laurel Hill Boulevard to 43rd Street, <u>and 58th Street to Borden Avenue</u>
54th Street	Flushing Avenue to Grand Avenue
55th Avenue	48th Street to 58th Street
55th Drive	[Maurice] <u>Borden Avenue to [58th Street] Grand Avenue</u>
55th Street	Flushing Avenue to Grand Avenue
56th Drive	56th Road to 58th Street
56th Road	Laurel Hill Boulevard to 56th Drive
[56th Road]	[56th Drive to 56th Terrace]
56th Terrace	58th Street to Rust Street
57th Place	Maspeth Avenue to Rust Street
58th Road	47th Street to 48th Street
58th Street	Queens Boulevard to Maspeth Avenue
62nd Drive	Junction Boulevard to Queens Boulevard
<u>65th Place</u>	<u>Laurel Hill Boulevard to Queens Boulevard</u>
69th Street	Long Island Expressway to Metropolitan [Ave.] <u>Avenue</u>
<u>73rd Place</u>	<u>Cooper Avenue to Cooper Avenue (Central Avenue)</u>
<u>82nd Street</u>	<u>Astoria Boulevard to Grand Central Parkway Service Road</u>
94th Avenue	Van Wyck Expressway to Sutphin Boulevard
94th Street	[La Guardia Airport] <u>Runway Drive</u> to 32nd Avenue
108th Street	Astoria Boulevard to Queens Boulevard
110th Street	14th Avenue to 15th Avenue
126th Street	Northern Boulevard to Roosevelt Avenue
<u>138th Street</u>	<u>Main Street to Queens Boulevard</u>

<u>141st Street (Grand Central Parkway Service Road North)</u>	<u>Main Street to Union Turnpike</u>
154th Street	Cross Island Parkway North Service Road to 10th Avenue
168th Street	Merrick Boulevard to Hillside Avenue
[213th Street]	[Hempstead Avenue to Jamaica Avenue]

§2. Subdivision (c) of section 4-13 of chapter 4 of Title 34 of the Rules of the City of New York is amended to read as follows:

(c) Truck routing rules for the Borough of Staten Island.

- (1) *Through trucks.* An operator of any truck as defined in paragraph (a)(1) above, having neither an origin nor a destination within the Borough of Staten Island, shall restrict the operation of such vehicle to those street segments on the following list. These are designated as "Through Truck Routes." All trucks must adhere to all posted signs indicating locations that limit the height of vehicles permitted to operate thereon.

THROUGH TRUCK ROUTE NETWORK

Street	Limits
Bayonne Bridge	Dr. Martin Luther King, Jr. Expressway to New Jersey State Line
Dr. Martin Luther King, Jr. Expressway	Victory Boulevard to Bayonne Bridge
Goethals Bridge	Staten Island Expressway to New Jersey State Line
Outerbridge Crossing	West Shore Expressway to New Jersey State Line
Staten Island Expressway	Goethals Bridge to Verrazano Narrows Bridge
Verrazano-Narrows Bridge	Staten Island Expressway to Kings County Line
West Shore Expressway	Staten Island Expressway to [Richmond Parkway] <u>Outerbridge Crossing</u>

- (2) *Local trucks.* (i) *2 axles, 6 tires.* An operator of any truck as defined in paragraph (a)(1) above, with 2 axles, 6 tires and having an origin or destination for the purpose of delivery, loading, or servicing within the Borough of Staten Island, shall only operate such vehicle over the street segments designated as "Through Truck Routes" in paragraph (c)(1) above and the street segments designated on the following [listed] lists as "Local Truck Routes" and "Limited Local-Truck Routes," except that an operator may drive on a street not designated below for the purpose of arriving at [his/her] the destination. This shall be accomplished by leaving a designated truck route at the intersection which is nearest and provides the most direct route to [his/her] the destination, proceeding by the most direct route while observing existing street

directions and turn restrictions, and then returning to the nearest designated truck route by the most direct route. If the operator has additional destinations in the immediate vicinity, [he/she] they may proceed by the most direct route to [his/her] the next destination without returning to a designated truck route, provided that the operator's next destination does not require that [he/she] they cross a designated truck route. All trucks must adhere to all posted signs indicating locations that limit the height of vehicles permitted to operate thereon.

(ii) *3 or more axles.* An operator of any truck as defined in paragraph (a)(1) above, with 3 or more axles, and having an origin or destination for the purpose of delivery, loading, or servicing within the Borough of Staten Island, shall only operate such vehicle over the following listed "[local truck routes] Local Truck Routes," except under the conditions described in subparagraph (2)(i), above.

LOCAL TRUCK ROUTE NETWORK

Street	Limits
Amboy Road	Richmond Road to Wards Point Avenue
Arden Avenue	[Veterans Road] West <u>Service Road</u> to Hylan Boulevard
Arthur Kill Road	Richmond Road to Main Street
Bay Street	Richmond Terrace to School Road
[Bayonne Bridge]	[Dr. Martin Luther King, Jr. Expressway to New Jersey State Line]
Bloomfield Avenue	Chelsea Road to Gulf Avenue
<u>Bloomfield Road (Chelsea Road)</u>	<u>Chelsea Road to West Shore Expressway Exit South Avenue</u>
Bloomingdale Road	Amboy Road to Arthur Kill Road
Boscombe Avenue	Page Avenue to Weiner Street
Bradley Avenue	South Gannon Avenue to Victory Boulevard
Broad Street	Van Duzer Street to Bay Street
Broadway	Forest Avenue to Richmond Terrace
Buel Avenue	Hylan Boulevard to Richmond Road
[Castleton Avenue]	[Jewett Avenue to Jersey Street]
Castleton Avenue	[Jewett Avenue] <u>Jersey Street</u> to Port Richmond Avenue
Chelsea Road	South Avenue to <u>West Shore Expressway Exit South Avenue and Bloomfield Road (Chelsea Road) to Bloomfield Avenue</u>
<u>Christopher Lane</u>	<u>Richmond Avenue to Victory Boulevard</u>
Clarke Avenue	Arthur Kill Road to Amboy Road
Clove Road	Narrows Road South to Richmond Terrace
[Dr. Martin Luther King, Jr. Expressway]	[Victory Boulevard to Bayonne Bridge]
Draper Place	Richmond Avenue to Richmond Avenue

Drumgoole Road East	Bloomingdale Road to [Richmond] <u>Wainwright Avenue</u>
Drumgoole Road West	Arthur Kill Road to [Veterans] <u>Bloomingdale Road</u>
<u>East Service Road</u>	<u>West Shore Expressway to Victory Boulevard</u>
Ebbitts Avenue	Hylan Boulevard to Mill Road
Edgewater Street	Bay Street to [Hyland] <u>Hylan Boulevard</u>
Edward Curry Avenue	Chelsea Road to South Avenue
Englewood Avenue	Veterans Road West to Veterans Road East
Fahy Avenue	South Avenue to Lamberts Lane
Father Capodanno [Blvd.] <u>Boulevard</u> [Seaside Blvd]	Midland Avenue to Lily Pond Avenue
Forest Avenue	[Western] <u>Gulf Avenue</u> to Victory Boulevard
Foster Road	Woodrow Road to Amboy Road
Front Street	Bay Street to [Murry Hulbert Avenue] <u>Hannah Street</u>
Giffords Lane	Arthur Kill Road to Amboy Road
Glen Street	<u>South Avenue to West Shore Expressway North Entrance and Edward Curry Avenue to [Fahy Avenue] South Avenue</u>
[Goethals Bridge]	[Staten Island Expressway to New Jersey State Line]
Goethals Road North	Western Avenue to [West Caswell] <u>Richmond Avenue</u>
Gulf Avenue	[Forest] <u>Western Avenue</u> to Edward Curry Avenue
Guyon Avenue	Hylan Boulevard to Amboy Road
<u>Hannah Street</u>	<u>Bay Street to Front Street</u>
Huguenot Avenue	Arthur Kill Road to Hylan Boulevard
Hylan Boulevard	Satterlee [Avenue] <u>Street</u> to Steuben Street, and [Narrows Road South] <u>Olga Place</u> to Edgewater Street
Jersey Street	Richmond Terrace to Victory Boulevard
Jewett Avenue	Richmond Terrace to Victory Boulevard
Justin Avenue	Amboy Road to Hylan Boulevard
Lamberts Lane	Fahy Avenue to [Victory Boulevard] <u>Richmond Avenue</u>
Lily Pond Avenue	School Road to Father Capodanno Boulevard (Seaside Boulevard)
Lincoln Avenue	[Hyland] <u>Hylan Boulevard</u> to Richmond Road
<u>Lincoln Place</u>	<u>School Road to Narrows Road North</u>
Little Clove Road	Renwick Avenue to [Narrows Road North] <u>Clove Road</u>

Main Street	Arthur Kill Road to Hylan Boulevard
Manor Road	Schmidts Lane to Victory Boulevard
[Meeker Avenue]	[Forest Avenue to Gulf Avenue]
Midland Avenue	Richmond Road to Father Capodanno Boulevard (Seaside Boulevard)
Milford Drive	Renwick Avenue to Clove Road
Mill Road	Tysens Lane to New Dorp Lane
Morley Avenue	Richmond Road to Richmond Road
Morningstar Road	Richmond Terrace to [Richmond] <u>Forest Avenue</u>
Narrows Road North	[Verrazano Narrows Bridge] <u>Lincoln Place</u> to Little Clove Road
Narrows Road South	Clove Road to [Verrazano Narrows Bridge] <u>Lily Pond Avenue</u>
Nelson Avenue	Amboy Road to Hylan Boulevard
New Dorp Lane	Mill Road to Hylan Boulevard
North Bridge Street	[Veterans Road] West <u>Shore Parkway</u> to Arthur Kill Road
North Gannon Avenue	[Slosson] <u>Reon Avenue</u> to [Willow Road East] <u>Victory Boulevard</u>
[Outerbridge Crossing]	[West Shore Expressway to New Jersey State Line]
Page Avenue	South Bridge Street to Hylan Boulevard
Port Richmond Avenue	[Forest Avenue] <u>Trantor Place</u> to Richmond Terrace
Renwick Avenue	Milford Drive to Little Clove Road
<u>Reon Avenue</u>	<u>North Gannon Avenue to Slosson Ave</u>
Richmond Avenue	Hylan Boulevard to Forest Avenue
Richmond Parkway	Outerbridge Crossing to West Shore Expressway
Richmond Road	Van Duzer Street to Morley Avenue and Morley Avenue to Arthur Kill Road
Richmond Terrace	Western Avenue to Bay Street
Richmond Valley Road	Arthur Kill Road to Page Avenue
Rossville Avenue	Arthur Kill Road to Woodrow Road
St. Pauls Avenue	Van Duzer Street to Van Duzer Street
Schmidts Lane	Manor Road to Slosson Avenue
School Road	[Lily Pond] <u>Tompkins Avenue</u> to Bay Street
Seaview Avenue	Father Capodanno Boulevard (Seaside Boulevard) to Hylan Boulevard
Seguine Avenue	Amboy Road to Hylan Boulevard
Sharrott Avenue	Amboy Road to Hylan Boulevard
[Sharrots] <u>Sharrotts Road</u>	Veterans Road East to Veterans Road West
Slosson Avenue	Victory Boulevard to Schmidts Lane

South Avenue	Richmond Terrace to Chelsea Road
South Bridge Street	Arthur Kill Road to Page Avenue
South Gannon Avenue	Victory Boulevard to Manor Road
[Staten Island Expressway]	[Goethals Bridge to Verrazano Narrows Bridge]
Steuben Street	Hylan Boulevard to [Narrows Road South] <u>Olga Place</u>
Targee Street	Van Duzer Street to Richmond Road
Tompkins Avenue	Hylan Boulevard to Broad Street
Trantor Place	Walker Street to [Dr. Martin Luther King, Jr. Expressway] Bayonne Bridge Entrance
Travis Avenue	South Avenue to Draper Place
Tyrellan Avenue	Boscombe Avenue to Veterans Road West
Tysens Lane	Mill Road to Hylan Boulevard
Vanderbilt Avenue	Richmond Road to Bay Street
Van Duzer Street	Richmond Road to Victory Boulevard
Van Duzer [St.] <u>Street</u> Extension	Van Duzer Street to Bay Street
[Verrazano-Narrows Bridge]	[Staten Island Expressway to Kings County Line]
Veterans Road East	Drumgoole Road West to Sharrotts Road, and Bloomingdale Road to [Arthur Kill Road] <u>Rossville Avenue</u>
Veterans Road West	[Arden Road to Bloomingdale Road] <u>West Shore Expressway South Entrance to Rossville Avenue</u> , and Sharrotts Road to Arthur Kill Road
<u>Veterans Road South</u>	<u>Bloomingdale Road to West Shore Expressway</u>
Victory Boulevard	West Shore Expressway to Bay Street
<u>Wainwright Avenue</u>	<u>Drumgoole Road East to Richmond Avenue</u>
Walker Street	Morningstar Road to Port Richmond Avenue
West Caswell Avenue	[Goethals Road North] <u>Richmond Avenue</u> to Willow Road West
<u>West Service Road</u>	<u>West Shore Expressway to Arthur Kill Road</u>
[West Shore Expressway]	[Staten Island Expressway to Outerbridge Crossing]
<u>West Shore Parkway</u>	<u>North Bridge Street to Veterans Road West</u>
Western Avenue	[Forest] <u>Gulf Avenue</u> to Richmond Terrace
Willow Road East	[North Gannon Avenue] <u>Victory Boulevard</u> to Forest Avenue
Willow Road West	[Forest Avenue] <u>Dr. Martin Luther King, Jr. Expressway</u> to West Caswell Avenue
Woodrow Road	Bloomingdale Road to Arthur Kill Road
Woolley Avenue	South Gannon Avenue to Victory Boulevard

LIMITED LOCAL TRUCK ROUTE NETWORK

Street	Limits
Bradley Avenue	Brielle Avenue to South Gannon Avenue
Brielle Avenue	Rockland Avenue to Manor Road
Forest Hill Road	Richmond Hill Road to Willowbrook Road
Manor Road	Brielle Avenue to Schmidts Lane
Ocean Terrace	Manor Road to Todt Hill Road
Richmond Hill Road	Richmond Avenue to Forest Hill Road
Richmond Road	Rockland Avenue to Morley Avenue
Rockland Avenue	Richmond Avenue to Richmond Road
Slosson Avenue	Schmidts [Land] <u>Lane</u> to Todt Hill Road
Todt Hill Road	Slosson Avenue to Richmond Road
Woolley Avenue	Willowbrook Road to South Gannon Avenue

§3. Paragraphs (1) through (3) of subdivision (d) of section 4-13 of chapter 4 of Title 34 of the Rules of the City of New York are amended, and paragraphs (4) through (6) are renumbered to read as follows:

(1) *Through trucks.* An operator of any truck as defined in paragraph (a)(1) above, having neither an origin nor a destination within the Borough of Manhattan, shall restrict the operation of such vehicle to those street segments designated on the following list as "Through Truck Routes." All trucks must adhere to all posted signs indicating locations that limit the height of vehicles permitted to operate thereon.

THROUGH TRUCK ROUTE NETWORK

Street	Limits
Allen Street	Delancey Street to Houston Street
Avenue of the Americas (<u>6th Avenue</u>)	West Broadway to Houston Street
Beach Street	West Broadway to Varick Street
Canal Street	Manhattan Bridge to West Street
Chrystie Street	Delancey Street to Houston Street
Delancey Street	Williamsburg Bridge to Bowery
Dyer Avenue	34th Street to Lincoln Tunnel, <u>and Lincoln Tunnel to 42nd Street</u>
[Dyer Avenue]	[Lincoln Tunnel to 42nd Street]
Houston Street	Allen Street to Varick Street
Hudson Street	Laight Street to Holland Tunnel Entrance
Kenmare Street	Bowery to Lafayette Street
Lafayette Street	Kenmare Street to Canal Street
Laight Street	Varick Street to Canal Street
[**]Queens Midtown Tunnel	34th Street to Tunnel Approach
[**]Queens Midtown Tunnel	34th Street to Tunnel Exit

Trans-Manhattan [Expway] <u>Expressway</u>	Alexander Hamilton Bridge to George Washington Bridge
Varick Street	Houston Street to [Holland Tunnel Entrance] <u>Broome Street</u>
Walker Street	Canal Street to West Broadway
West Broadway	Beach Street to Avenue of the Americas
West Street	[Brooklyn Battery] <u>Hugh L Carey Tunnel</u> to [Gansevoort Street] <u>West 14th Street</u>
11th Avenue	[Gansevoort Street] <u>West 14th Street</u> to 22nd Street, <u>and 34th Street to 42nd Street</u>
[11th Avenue]	[34th Street to 42nd Street]
12th Avenue	22nd Street to 34th Street
[**]34th Street	Queens Midtown Tunnel Entrance to Dyer Avenue
34th Street	Dyer Avenue to 12th Avenue
40th Street	Lincoln Tunnel entrance to 11th Avenue
42nd Street	Dyer Avenue to 11th Avenue

[** All through trucks are prohibited from 34th Street between the Queens Midtown Tunnel and Dyer Avenue between the hours of 11:00 A.M. and 6:00 P.M.]

(2) *Local trucks*. An operator of any truck as defined in paragraph (a)(1) above, having an origin or destination for the purpose of delivery, loading, or servicing within the Borough of Manhattan, shall restrict the operation of such vehicle to the street segments designated as "Through Truck Routes" in paragraph (d)(1) above and those street segments designated on the following list as "Local Truck Routes," except that an operator may operate on a street not designated below for the purpose of leaving [his/her] the point of origin or arriving at [his/her] the destination (subject to restrictions specified in §4-13(d)(3) through §4-13(d)(5) of these rules). This shall be accomplished by leaving a designated truck route at an intersection that is nearest and provides the most direct route to [his/her] the destination, proceeding by the most direct route while observing existing street directions and turn restrictions, and then returning to the nearest designated truck route by the most direct route. If the operator has additional destinations in the immediate vicinity, [he/she] they may proceed by the most direct route to [his/her] the next destination without returning to a designated truck route, provided that the operator's next destination does not require that [he/she] they cross a designated truck route. All trucks must adhere to all posted signs indicating locations that limit the height of vehicles permitted to operate thereon.

LOCAL TRUCK ROUTES

Street	Limits
Adam Clayton Powell, Jr. [Blvd.] <u>Boulevard</u>	Central Park North to 155th Street

Allen Street	Division Street to [Houston] <u>Delancey Street</u>
Amsterdam Avenue	59th Street to 181st Street
Avenue of the Americas (6th Avenue)	Church Street to <u>West Broadway and West Houston Street to 31st Street</u>
Barclay Street	Broadway to West Street
Battery Park Underpass	South Street to West Street
Battery Place	State Street to West Street
[Beach Street]	[West Broadway to Varick Street]
Bowery	[St. James Place] <u>Division Street</u> to Cooper Square
Broadway	State Street to 14th Street <u>and Columbus Circle to Bronx County Line</u>
[Broadway]	[17th Street to 31st Street]
[Broadway]	[Columbus Circle to 230th Street]
Broome Street	Centre Street to Watts Street
Canal Street	Chrystie Street to [West] <u>Allen Street</u>
[Canal Street]	[Chrystie Street to Forsyth Street]
Cathedral Parkway (110th Street)	[8th Avenue] <u>Fredrick Douglass Circle</u> to Broadway
Central Park North	Adam Clayton Powell, Jr., [Blvd.] <u>Boulevard</u> to [8th Ave.] <u>Fredrick Douglass Circle</u>
Central Park South	Columbus Circle to [Grand Army Plaza] <u>5th Avenue</u>
Central Park Traverse Roads 1, 2, 3 & 4	Fifth Avenue to Central Park West
Central Park West	81st Street to 82nd Street
Centre Street	Canal Street to Broome Street
<u>Chatham Square</u>	<u>Worth Street to Division Street</u>
Chrystie Street	Canal Street to [Houston] <u>Delancey Street</u>
Church Street	Liberty Street to Avenue of the Americas
Clarkson Street	7th Avenue South to West Street
Columbus Avenue	59th Street to Cathedral Parkway
Columbus Circle	Entire Length
Cooper Square	Bowery to Third Avenue
[Delancey Street]	[Williamsburg Bridge to Bowery]
[Division Street]	[Bowery to Pike Street]
[Dyer Avenue]	[Lincoln Tunnel to 42nd Street]
[Dyer Avenue]	[Lincoln Tunnel to 34th Street]
<u>East Broadway</u>	<u>Pike Street to Chatham Square</u>
[Forsyth Street]	[Division Street to Canal Street]
Fort Washington Avenue	178th Street to 181st Street [Avenue]

<u>Galvin Avenue</u>	<u>41st Street to Lincoln Tunnel Entrance</u>
Grand Street	Allen Street to West Broadway
Greenwich Avenue	Avenue of the Americas to 8th Avenue
Houston Street	[1st Avenue] <u>Varick Street</u> to West Street
Hudson Street	Worth Street to [8th Avenue] <u>Laight Street, and Canal Street to Bleecker Street</u>
[Kenmare Street]	[Bowery to Lafayette Street]
[Lafayette Street]	[Kenmare Street to Canal Street]
[Laight Street]	[Varick Street to Canal Street]
Lexington Avenue	23rd Street to 125th Street
Lincoln Tunnel Access	30th Street to Lincoln Tunnel
Madison Avenue	84th Street to 86th Street, <u>96th Street to 97th Street, and 125th Street to Madison Avenue Bridge</u>
[Madison Avenue]	[96th Street to 97th Street]
[Madison Avenue]	[125th Street to Madison Avenue Bridge]
Maiden Lane	South Street to Water Street
Nagle Avenue	Broadway to 10th Avenue
Pearl Street	Water Street to St. James Place
Pike Slip	South Street to Cherry Street
Pike Street	Cherry Street to Division Street
[Queens Midtown Tunnel Approach]	[34th Street to Tunnel]
[Queens Midtown Tunnel Exit]	[34th Street to Tunnel]
St. James Place	Pearl Street to [Bowery] <u>Oliver Street</u>
South Street	[State] <u>Whitehall</u> Street to Pike Slip
State Street	[South] <u>Whitehall</u> Street to Broadway
[Trans-Manhattan Expway]	[Alexander Hamilton Bridge to George Washington Bridge]
Trinity Place	[Brooklyn Battery] <u>Hugh L Carey</u> Tunnel to Liberty Street
[Union Square East]	[14 th Street to 17th Street]
Varick Street	[West Broadway to 7th Avenue South] <u>Clarkson Street to West Houston Street and Broome Street to Franklin Street</u>
Vesey Street	Broadway to [West] <u>Church</u> Street
Walker Street	Canal Street to West Broadway
Water Street	State Street to [Pearl] <u>Fulton</u> Street
Watts Street	Broome Street to Holland Tunnel entrance
West Broadway	Worth Street to [Varick] <u>Franklin</u> Street and <u>Avenue of the Americas (6th Avenue) to Grand Street</u>
[West Broadway]	[Beach Street to Grand Street]

West Street	Battery Park Underpass to [Gansevoort Street] <u>Hugh L. Carey Tunnel</u>
<u>Whitehall Street</u>	<u>South Street to State Street</u>
Worth Street	St. James Place to Hudson Street
1st Avenue	Houston Street to Willis Avenue Bridge
2nd Avenue	Houston Street to 128th Street
3rd Avenue	[Cooper Square] <u>Saint Marks Place</u> to 125th Street
<u>4th Avenue</u>	<u>East 14th Street to East 15th Street</u>
5th Avenue	[22nd Street to 26th Street] <u>31st Street to 14th Street</u> , <u>85th Street to 86th Street</u> , and <u>125th Street to 138th Street</u>
[5th Avenue]	[85th Street to 86th Street]
[5th Avenue]	[125th Street to 138th Street]
6th Avenue (Avenue of the Americas)	Church Street to 31st Street
7th Avenue	[14th] <u>11th Street</u> to 31st Street
7th Avenue South	[Varick] <u>Franklin Street</u> to [14th] <u>11th Street</u>
8th Avenue	[Hudson] <u>Bleecker Street</u> to Columbus Circle
8th Street	Avenue of the Americas to Broadway
9th Avenue	14th Street to 59th Street
10th Avenue	Little West 12th Street to 59th Street and <u>Nagle Avenue to Broadway</u>
[10th Avenue]	[Nagle Avenue to Broadway]
11th Avenue	[Gansevoort] <u>22nd Street</u> to [57th] <u>34th Street</u> and <u>42nd Street to 57th Street</u>
[11th Ave. service road]	[Gansevoort Street to 23rd Street]
12th Avenue	[22nd] <u>34th Street</u> to 59th Street
14th Street	1st Avenue to 11th Avenue
15th Street	9th Avenue to 11th Avenue
[17th Street]	[Union Square East to Broadway]
[22nd Street]	[5th Avenue to Broadway]
23rd Street	1st Avenue to [12th] <u>11th Avenue</u>
[26th Street]	[5th Avenue to Broadway]
30th Street	[Broadway] <u>5th Avenue</u> to 11th Avenue
31st Street	3rd Avenue to 10th Avenue
34th Street	1st Avenue to [12th Avenue] <u>Queens Midtown Tunnel Entrance</u>
36th Street	Queens Midtown Tunnel entrance to 2nd [Ave.] <u>Avenue</u>
[40th Street]	[Lincoln Tunnel entrance to 11th Avenue]
41st Street	9th Avenue to Lincoln Tunnel Entrance

42nd Street	1st Avenue to <u>Dyer Avenue</u> and 11th Avenue to 12th Avenue
57th Street	1st Avenue to 12th Avenue
59th Street	1st Avenue to [Grand Army Plaza] <u>5th Avenue</u>
60th Street	1st Avenue to Lexington Avenue
65th Street	1st Avenue to 5th Avenue <u>and Central Park West to Amsterdam Avenue</u>
[65th Street]	[Central Park West to Amsterdam Avenue]
66th Street	1st Avenue to 5th Avenue <u>and Central Park West to Amsterdam Avenue</u>
[66th Street]	[Central Park West to Amsterdam Avenue]
75th Street	Amsterdam Avenue to Broadway
79th Street	1st Avenue to 5th Avenue <u>and Columbus Avenue to Broadway</u>
[79th Street]	[Columbus Avenue to Broadway]
81st Street	Central Park West to Columbus Avenue
82nd Street	Central Park West to Broadway
84th Street	Madison Avenue to 5th Avenue
86th Street	1st Avenue to 5th Avenue <u>and Central Park West to Broadway</u>
[86th Street]	[Central Park West to Broadway]
96th Street	1st Avenue to 5th Avenue <u>and Central Park West to Broadway</u>
[96th Street]	[Central Park West to Broadway]
97th Street	Madison Avenue to 5th Avenue <u>and Central Park West to Broadway</u>
[97th Street]	[Central Park West to Broadway]
116th Street	1st Avenue to Adam Clayton Powell, Jr. [Blvd.] <u>Boulevard</u>
124th Street	1st Avenue to Triborough Bridge entrance
125th Street	1st Avenue to Broadway
128th Street	2nd Avenue to 3rd Avenue Bridge
138th Street	Madison Avenue Bridge to 5th Avenue
145th Street	145th Street Bridge to Broadway
155th Street	Macombs Dam Bridge to Broadway
178th Street	Amsterdam Avenue to George Washington Bridge exit
179th Street	Amsterdam Avenue to George Washington Bridge entrance
181st Street	Washington Bridge to Fort Washington [Ave.] <u>Avenue</u>
207th Street	University Heights Bridge to Broadway

215th Street	Tenth Avenue to Broadway
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(3) [*Limited truck zones.*

(i) *Restrictions.* Notwithstanding the provisions of paragraphs (a), (d)(1) and (d)(2) of this section, no operator of a truck as defined in paragraph (a)(1) of this section shall operate, enter, stop, stand or park [his/her] their vehicle upon any of the streets designated on the following list as "Limited Truck Zones" except for the purpose of making a delivery, loading, or servicing within said zone. This shall be accomplished by leaving a designated truck route at the intersection that is nearest and provides the most direct route to [his/her] the destination, proceeding by the most direct route while observing existing street directions and turn restrictions, and then returning to the nearest designated truck route by the most direct route. If the operator has additional destinations in the immediate vicinity, [he/she] they may proceed by the most direct route to [his/her] the next destination without returning to a designated truck route provided that the operator's next destination does not require that [he/she] they cross a designated truck route.

(ii) *Time period.* 24 hours per day, 7 days per week.

(iii) *Zones*

Zone A – *Chelsea* [Bounded] is bounded by:

- the northern property line of 16th Street[,] ;
- the eastern property line of Ninth Avenue[,] ;
- the northern property line of 18th Street[,] ;
- the eastern property line of Tenth Avenue[,] ;
- the southern property line of 30th Street[,] ;
- the western property line of Eighth Avenue[,] ;
- the southern property line of 25th Street[,] ;
- the western property line of Seventh Avenue[,] ;
- the northern property line of 19th Street; and
- the western property line of Eighth Avenue.

Trucks passing completely through the designated area, or entering it for the purpose of reaching or leaving a street within these boundaries, are permitted to traverse 23rd Street, Eighth Avenue and Ninth Avenue only.

Zone B – *Chinatown* [Bounded] is bounded by:

- the northern property line of Worth Street[,] ;
- the eastern property line of Baxter Street[,] ;
- the southern property line of Canal Street[,] ;
- the western property line of the Bowery; and
- the western property line of Chatham Square.

Zone C – *Greenwich Village* [Bounded] is bounded by:

- the northern property line of Spring Street[,] ;

- the eastern property line of Varick Street[,] ;
- the eastern property line of Seventh Avenue South[,] ;
- the northern property line of Clarkson Street[,] ;
- the eastern property line of Hudson Street[,] ;
- the northern property line of Morton Street[,] ;
- the eastern property line of Washington Street[,] ;
- the southern property line of Gansevoort Street[,] ;
- the southern property line of 14th Street[,] ;
- the western property line of Avenue of the Americas[,] ;
- the southern property line of 12th Street[,] ;
- the western property line of University Place[,] ;
- the southern property line of 8th Street[,] ;
- the western property line of Mercer Street[,] ;
- the northern property line of Houston Street; and
- the western property line of West Broadway.

Trucks passing completely through the designated area, or entering it for the purpose of reaching or leaving a street within these boundaries, are permitted to traverse Avenue of the Americas, Eighth Avenue, Eighth Street, Greenwich Avenue, Hudson Street (Northbound only), Seventh Avenue South, Varick Street and Houston Street only. Trucks with neither an origin nor a destination within Manhattan are restricted to Houston Street and Avenue of the Americas between Spring and Houston Streets only.

Zone D – *Little Italy* [Bounded] is bounded by:

- the northern property line of Canal Street[,] ;
- the eastern property line of Centre Street[,] ;
- the eastern property line of Cleveland Place[,] ;
- the eastern property line of Lafayette Street[,] ;
- the southern property line of Houston Street; and
- the western property line of Bowery.

Trucks passing completely through the designated area, or entering it for the purpose of reaching or leaving a street within these boundaries, are permitted to traverse Grand Street, Kenmare Street and Canal Street only. Trucks with neither an origin nor a destination within Manhattan are restricted to Canal Street only.

Zone E – *Lower East Side* [Bounded] is bounded by:

- the northern property line of Senator Robert F. Wagner Place[,] ;
- the eastern property line of St. James Place[,] ;
- the eastern property line of East Broadway[,] ;
- the southern property line of Montgomery Street; and
- the western property line of South Street.

Trucks passing completely through the designated area, or entering it for the purpose of reaching or leaving a street within these boundaries, are permitted to traverse Pike Slip and Pike Street only.]

(4)] *Special garment center rule.*

[(5)] (4) *Operation of vehicles 33 feet or more in length restricted.*

[(6)] (5) *Special rules for vehicles 33 feet or more in length in the financial district and midtown core.*

§4. Subdivision (e) of Section 4-13 of Chapter 4 of Title 34 of the Rules of the City of New York is amended to read as follows:

(e) *Truck routing rules for the Borough of Brooklyn.*

(1) *Through trucks.* An operator of any truck as defined in paragraph (a)(1) above, having neither an origin nor a destination within the Borough of Brooklyn, shall restrict the operation of such vehicle to those street segments on the following list. These are designated as "Through Truck Routes." All trucks must adhere to all posted signs indicating locations that limit the height of vehicles permitted to operate thereon.

THROUGH TRUCK ROUTE NETWORK

Street	Limits
Atlantic Avenue	Columbia Street to [Queens County Line] <u>Eldert Lane</u>
Brooklyn-Queens Expressway	Gowanus Expressway to Queens County Line
Brooklyn-Queens Expressway Ramp	Williamsburg Bridge to Brooklyn-Queens Expressway
Church Avenue	McDonald Avenue to Flatbush Avenue
Columbia Street	Atlantic Avenue to [Brooklyn-Queens Expressway Ramps North to] Congress Street
Conduit Boulevard	Atlantic Avenue to [Queens County Line] <u>North and South Conduit Avenues</u>
Flatbush Avenue	Fulton Street to Atlantic Avenue and Church Avenue to Marine Parkway Bridge
Flatbush Avenue Extension	Manhattan Bridge to Fulton Street

Gowanus Expressway	[Brooklyn Battery] <u>Hugh L Carey Tunnel</u> to Verrazano Narrows Bridge
Jay Street	Manhattan Bridge Exit Ramp to Sands Street
McDonald Avenue	10th Avenue to Church Avenue
Prospect Expressway	Gowanus Expressway to Church Avenue
Sands Street	Jay Street to Brooklyn-Queens Expressway Entrance
<u>South Conduit Avenue</u>	<u>Sutter Avenue to Queens County Line</u>
Tillary Street	Flatbush Avenue Extension to Brooklyn-Queens Expressway Ramps
3rd Avenue	Flatbush Avenue to Atlantic Avenue
10th Avenue	Prospect Expressway Exit Ramp to McDonald Avenue

(2) *Local trucks.* An operator of any truck as defined in paragraph (a)(1) above, with an origin or destination for the purpose of delivery, loading, or servicing within the Borough of Brooklyn, may only operate such vehicle over the street segments designated as “Through Truck Routes” in paragraph (e)(1) above and the following street segments [listed streets,] designated as “Local Truck Routes,” except that an operator may operate on a street not designated below for the purpose of arriving at [his/her] the destination. This shall be accomplished by leaving a designated truck route at the intersection that is nearest and provides the most direct route to [his/her] the destination, proceeding by the most direct route while observing existing street directions and turn restrictions, and then returning to the nearest designated truck route by the most direct route. If the operator has additional destinations in the immediate vicinity, [he/she] they may proceed by the most direct route to [his/her] the next destination without returning to a designated truck route, provided that the operator's next destination does not require that [he/she] they cross a designated truck route. All trucks must adhere to all posted signs indicating locations that limit the height of vehicles permitted to operate thereon.

LOCAL TRUCK ROUTE NETWORK

Street	Limits
Adams Street	Sands Street to Front Street
Ainslie Street	Rodney Street to Union Avenue
<u>Alabama Avenue</u>	<u>East New York Avenue to Atlantic Avenue</u>
Ash Street	McGuinness Boulevard to [Commercial Street] <u>Manhattan Avenue</u>
Atlantic Avenue	Furman Street to [Queens County Line] <u>Columbia Street</u>
Avenue D	Linden Boulevard to [Foster Avenue] <u>East 88th Street</u>
Avenue M	Flatlands Avenue to Kings Highway
Avenue N	Kings Highway to Flatlands Avenue
Avenue T	Flatbush Avenue to Ralph Avenue

<u>Avenue P</u>	Kings Highway to East 16th Street and Dahill Road to <u>McDonald Avenue</u>
Avenue U	86th Street to [East 55th Street] <u>Flatbush Avenue</u>
Bay Parkway	Kings Highway to Belt Parkway Eastbound Service Road
Bay Street	Columbia Street to Smith Street
Beard Street	Van Brunt Street to Otsego Street
Bedford Avenue	[Rogers Avenue] <u>Dean Street</u> to Taylor Street
Bergen Street	3rd Avenue to 5th Avenue
<u>Borinquen Place</u>	<u>Havemeyer Street to Grand Street</u>
Box Street	Commercial Street to McGuinness Boulevard
Bridgewater Street	Norman Avenue to Varick Street
Broadway	Kent Avenue to Jamaica Avenue
[Brooklyn-Queens Expressway]	Gowanus Expressway to Queens County Line]
[Brooklyn-Queens Expressway Access Ramp]	Williamsburg Bridge to Brooklyn-Queens Expressway]
<u>Bushwick Avenue</u>	<u>Metropolitan Avenue to Grand Street</u>
Cadman Plaza West	[Furman] <u>Prospect Street</u> to [Court] <u>Montague Street</u>
Caton Avenue	McDonald Avenue to Linden Boulevard
Cherry Street	Vandervoort Avenue to Varick Avenue
Church Avenue	Old New Utrecht Road to <u>McDonald Avenue and Flatbush Avenue to Linden Boulevard</u>
Classon Avenue	Kent Avenue to Flushing Avenue
Clinton Street	Hamilton Avenue to Bay Street
Columbia Street	[Atlantic Avenue to Irving;] <u>Congress Street to Degraw Street</u> and Bay Street to Halleck Street
Commercial Street	Manhattan Avenue to Franklin Street
Concord Street	Flatbush Avenue Extension to Jay Street
Conduit Boulevard	Atlantic Avenue to [Queens County Line] <u>North and South Conduit Avenues</u>
Coney Island Avenue	Caton Avenue to Neptune Avenue
Cooper Street	Broadway to [Queens County Line] <u>Irving Avenue</u>
Court Street	Hamilton Avenue to Bay Street and Cadman Plaza West to Atlantic Avenue
Cropsey Avenue	18th Avenue to Neptune Avenue
<u>Dahill Road</u>	<u>65th Street to Avenue P</u>
<u>Degraw Street</u>	<u>Columbia Street to Van Brunt Street</u>
DeKalb Avenue	Nostrand Avenue to Flatbush Avenue Extension
Delavan Street	Columbia Street to Van Brunt Street
Driggs Avenue	South 4th Street to Broadway

<u>East 16th Street</u>	<u>Kings Highway to Avenue P</u>
<u>East 88th Street</u>	<u>Avenue D to Foster Avenue</u>
East New York Avenue	Troy Avenue to Rockaway Avenue <u>and Herkimer Street to Fulton Street</u>
Empire Boulevard	Flatbush Avenue to Utica Avenue
<u>Erskine Street</u>	<u>Vandalia Avenue to Seaview Avenue</u>
Flatbush Avenue	[Fulton Street] <u>Atlantic Avenue</u> to [Marine Parkway Bridge] <u>Church Avenue</u>
[Flatbush Avenue Extension]	[Manhattan Bridge to Fulton Street]
Flatlands Avenue	Avenue N to [Pennsylvania] <u>Fountain Avenue</u>
Flushing Avenue	Navy Street to [Queens County Line] <u>Seneca Avenue</u>
Fort Hamilton Parkway	82nd Street to 92nd Street
Foster Avenue	Kings Highway to Remsen Avenue
Fountain Avenue	Linden Boulevard to [Spring Creek Landfill Site] <u>Seaview Avenue</u>
Franklin Street	Commercial Street to [Kent Avenue] <u>North 14th Street</u>
Freeman Street	Provost Street to McGuinness Boulevard
Front Street	[Cadman Plaza West] <u>Old Fulton Street</u> to Hudson Avenue
Fulton Street	[Jewell Square] <u>Jamaica Avenue</u> to Pennsylvania Avenue
Furman Street	[Cadman Plaza West] <u>Old Fulton Street</u> to Atlantic Avenue
Gardner Avenue	Grand Street to Meadow Street
[Gowanus Expressway]	[Brooklyn Battery Tunnel to Verrazano Narrows Bridge]
Grand Street	Grand Street [Extension] to [Queens County Line] <u>Grand Avenue</u>
[Grand Street Extension]	[Havemeyer Street to Grand Street]
Green Street	McGuinness Boulevard to Provost Street
Greenpoint Avenue	[Van Dam Street to Queens Boulevard] <u>Queens County Line to Franklin Street</u>
Halleck Street	Otsego Street to Columbia Street
Hamilton Avenue	Van Brunt Street to 3rd Avenue
Harrison Avenue	Union Avenue to Flushing Avenue
Havemeyer Street	Broadway to South [4th] <u>3rd Street</u>
Herkimer Street	Van Sinderen Avenue to [Jewell Square] <u>Williams Avenue</u>
Hicks Street	Hamilton Avenue to Nelson Street <u>and Old Fulton Street to Doughty Street</u>
Hudson Avenue	Front Street to Navy Street

<u>Humboldt Street</u>	<u>Bayard Street to Meeker Avenue</u>
[Irving Street]	[Van Brunt Street to Columbia Street]
[Jamaica Avenue]	[Broadway to Pennsylvania Avenue]
Jay Street	Prospect Street to <u>Sands Street and High Street to Fulton Street</u>
Johnson Avenue	Flushing Avenue to Morgan Avenue
[Kane Street]	[Columbia Street to Van Brunt Street]
Kent Avenue	[Franklin] <u>North 14th Street</u> to Myrtle Avenue
Kings Highway	Foster Avenue to Bay Parkway
Kingsland Avenue	Greenpoint Avenue to Norman [Street] <u>Avenue</u>
Knickerbocker Avenue	Flushing Avenue to [Morgan] <u>Johnson Avenue</u>
Lafayette Avenue	[Flatbush] <u>3rd Avenue</u> to Nostrand Avenue
Lee Avenue	Taylor Street to Flushing Avenue
<u>Lewis Avenue</u>	<u>Broadway to Myrtle Avenue</u>
Linden Boulevard	Caton Avenue to [Queens County Line] <u>Sapphire Street</u>
Lombardy Street	Vandervoort Avenue to Varick Avenue
Louisiana Street	Vandalia Avenue to Seaview Avenue
Manhattan Avenue	Commercial Street to Greenpoint Avenue
<u>Marcus Garvey Boulevard</u>	<u>Broadway to Myrtle Avenue</u>
Marcy Avenue	Metropolitan Avenue to Division Avenue, <u>and Gerry Street to Flushing Avenue</u>
McDonald Avenue	[20th Street] <u>Church Avenue</u> to Shell Road
McGuinness Boulevard	Ash [Avenue] <u>Street</u> to Meeker Avenue
Meadow Street	Gardner Avenue to Varick Avenue
Meeker Avenue	Metropolitan Avenue to Varick Avenue
Metropolitan Avenue	Kent Avenue to [Queens County Line] <u>Onderdonk Avenue</u>
Morgan Avenue	Meeker Avenue to Flushing Avenue
Myrtle Avenue	[Jay Street] <u>Flatbush Avenue Extension</u> to [Queens County Line] <u>Palmetto Street</u>
Nassau Street	Flatbush Avenue Extension to [Flushing Avenue] <u>Navy Street</u>
Navy Street	Hudson Avenue to Tillary Street
Nelson Street	Hicks Street to Columbia Street
Neptune Avenue	Cropsey Avenue to Coney Island Avenue
<u>New Utrecht Avenue</u>	<u>39th Street to 18th Avenue</u>
Norman Avenue	North Henry Street to [Bridgewater] <u>Apollo Street</u>
North Henry Street	Greenpoint Avenue to Norman [Street] <u>Avenue</u>
North 10th Street	Union Avenue to Kent Avenue
North 11th Street	Kent Avenue to Union Avenue

Nostrand Avenue	Flushing Avenue to Flatbush Avenue
<u>Old Fulton Street</u>	<u>Prospect Street to Furman Street</u>
Old New Utrecht Road	Church Avenue to 14th Avenue
Paidge Avenue	McGuinness Boulevard to Provost Street
<u>Penn Street</u>	<u>Williamsburg Street East to Kent Avenue</u>
Pennsylvania Avenue	[Jamaica Avenue] <u>Fulton Street</u> to Vandalia Avenue[;] and Seaview Avenue to Spring Creek Landfill Site
<u>Pitkin Avenue</u>	<u>East New York Avenue to Howard Avenue</u>
Prospect Avenue	3rd Avenue to Prospect Expressway 4th Avenue Exit
[Prospect Expressway]	[Gowanus Expressway to Church Avenue]
Prospect Street	Cadman Plaza West to Jay Street
Provost Street	Paidge Avenue to Greenpoint Avenue
Ralph Avenue	Foster Avenue to Avenue T
Remsen Avenue	[Empire Boulevard] <u>East New York Avenue</u> to Flatlands Avenue
Rockaway Avenue	Broadway to East New York Avenue
<u>Rockaway Parkway</u>	<u>Linden Boulevard to East New York Avenue</u>
Rodney Street	[Division Avenue] <u>Williamsburg Street East</u> to Metropolitan Avenue
Roebing Street	Metropolitan Avenue to South 5th Street[;] and Broadway to Lee Avenue
Rogers Avenue	Flatbush Avenue to Bedford Avenue
Sands Street	Adams Street to Navy Street
<u>Saratoga Avenue</u>	<u>East New York Avenue to Pitkin Avenue</u>
Schermerhorn Street	Smith Street to Flatbush Avenue
Seaview Avenue	Louisiana Avenue to Pennsylvania Avenue <u>and Erskine Street to Fountain Avenue</u>
Shell Road	[McDonald Avenue] <u>Avenue X</u> to Neptune Avenue
Smith Street	Fulton Street to Atlantic Avenue and Bay Street to 9th Street
South 3rd Street	Roebing Street to [Grand Street Extension] <u>Borinquen Place</u>
South 4th Street	Rodney Street to Driggs Avenue
<u>Surf Avenue</u>	<u>West 8th Street to West 17th Street</u>
<u>Sutter Avenue</u>	<u>South Conduit Avenue to Queens County Line</u>
Taylor Street	Bedford Avenue to Lee Avenue
Terrace Place	McDonald Avenue to [11th Avenue] <u>19th Street</u>

Tillary Street	Cadman Plaza West to <u>Flatbush Avenue Extension and Prince Street to Navy Street</u>
Troy Avenue	East New York Avenue to Empire Boulevard
Union Avenue	[Harrison Avenue] <u>North 11th Street</u> to [Flushing Avenue] <u>Marcy Avenue</u>
[Union Avenue]	[North 11th Street to Lorimer Street]
Utica Avenue	Atlantic Avenue to Flatbush Avenue
Van Brunt Street	[Kane] <u>Degraw Street</u> to Beard Street
<u>Van Dam Street</u>	<u>Meeker Avenue to Bridgewater Street</u>
<u>Van Sinderen Avenue</u>	<u>Broadway to Atlantic Avenue</u>
Vandalia Avenue	Louisiana Avenue to Pennsylvania Avenue <u>and Fountain Avenue to Erskine Street</u>
[Van Dam Street]	[Meeker Avenue to Bridgewater Street]
Vandervoort Avenue	Meeker Avenue to Grand Street
[Van Sinderen Avenue]	[Broadway to Herkimer Street]
Varick Avenue	Lombardy Street to Meeker Avenue <u>and Metropolitan Avenue to Flushing Avenue</u>
[Varick Avenue]	[Metropolitan Avenue to Flushing Avenue]
Varick Street	Meeker Avenue to Bridgewater Street
<u>West 8th Street</u>	<u>Neptune Avenue to Surf Avenue</u>
<u>West 9th Street</u>	<u>Smith Street to Hamilton Avenue</u>
<u>West 17th Street</u>	<u>Neptune Avenue to Surf Avenue</u>
Williamsburg Street East	[Kent Avenue] <u>Penn Street</u> to [Division Avenue] <u>Rodney Street</u>
Williamsburg Street West	Park Avenue to Division Avenue
Woodhull Street	Hamilton Avenue Westbound to Hamilton Avenue Eastbound
York Street	Navy Street to Front Street
1st Avenue	39th Street to 58th Street
2nd Avenue	[58th] <u>29th Street</u> to 60th Street
3rd Avenue	[Flatbush] <u>Atlantic Avenue</u> to 65th Street
4th Avenue	Flatbush Avenue to 39th Street
5th Avenue	[Atlantic] <u>Flatbush Avenue</u> to Bergen Street
6th Avenue	60th Street to 65th Street[/Gowanus Expressway]
7th Avenue	Prospect Expressway to 20th Street[;] and 65th Street to 92nd Street
9th Street	[Clinton] <u>Smith Street</u> to 4th Avenue

[10th Avenue]	[Prospect Expressway to 20th Street]
11th Avenue	18th Street to Terrace Place
14th Avenue	Church Avenue to 39th Street
18th Avenue	[86th Street] <u>New Utrecht Avenue</u> to Cropsey Avenue
20th [Avenue] <u>Street</u>	3rd Avenue to 10th Avenue
25th [Street] <u>Avenue</u>	Cropsey Avenue to 86th Street
<u>29th Street</u>	<u>2nd Avenue to 3rd Avenue</u>
39th Street	1st Avenue to 14th Avenue
43rd Street	3rd Avenue to 1st Avenue
58th Street	1st Avenue to 3rd Avenue
60th Street	2nd Avenue to 6th Avenue
65th Street	3rd Avenue to McDonald Avenue
86th Street	Fort Hamilton Parkway to 18th Avenue[;] and 25th Avenue to Avenue U
92nd Street	Fort Hamilton Parkway to 7th Avenue

§5. Subdivision (f) of section 4-13 of chapter 4 of Title 34 of the Rules of the City of New York is amended to read as follows:

(f) Truck routing rules for the Borough of the Bronx.

(1) *Through trucks.* An operator of any truck as defined in paragraph (a)(1) above, having neither an origin nor a destination within the Borough of the Bronx, will restrict the operation of such vehicle to those street segments on the following list. These are designated as "Through Truck Routes." All trucks must adhere to all posted signs indicating locations that limit the height of vehicles permitted to operate thereon.

THROUGH TRUCK ROUTE NETWORK

Street	Limits
Buckner Boulevard	Willis Avenue Bridge to Bruckner Expressway Approach
Bruckner Expressway	New England Thruway to Triborough Bridge
Cross Bronx Expressway	Alexander Hamilton Bridge to [Cross Bronx Expressway] <u>Throgs Neck Bridge</u>
[Cross Bronx Expressway]	[Cross Bronx Expressway to Extension Throgs Neck Expressway]
East 135th Street	Major Deegan Expressway [Westbound] <u>Northbound-Willis Avenue Exit to Third Avenue Bridge Approach, and Major Deegan Expressway Southbound-Third Avenue Entrance to Third Avenue Bridge Approach</u>
Exterior Street	Major Deegan Expressway Southbound-East 138th Street Exit to [Third Avenue Bridge] <u>East 135th Street</u>

Hutchinson River Parkway	Bruckner Expressway to Bronx-Whitestone Bridge
Major Deegan Expressway	City Line to Triborough Bridge
New England Thruway	City Line to Bruckner Expressway
Sheridan [Expressway] <u>Boulevard</u>	Cross Bronx Expressway to Bruckner Expressway
Throgs Neck Expressway	Bruckner Expressway to Throgs Neck Bridge
Willis Avenue	Willis [Ave.] <u>Avenue</u> Bridge to East 135th Street

(2) *Local trucks*. An operator of any truck as defined in paragraph (a)(1) above, with an origin or destination for the purpose of delivery, loading, or servicing within the Borough of the Bronx, will only operate such vehicle over the street segments designated as "Through Truck Routes" in paragraph (f)(1) above and the following street segments listed [streets,] as "Local Truck Routes," except that an operator may operate on a street not designated below for the purpose of arriving at [his/her] the destination. This shall be accomplished by leaving a designated truck route at the intersection that is nearest and provides the most direct route to [his/her] the destination, proceeding by the most direct route while observing existing street directions and turn restrictions, and then returning to the nearest designated truck route by the most direct route. If the operator has additional destinations in the immediate vicinity, [he/she] they may proceed by the most direct route to [his/her] the next destination without returning to a designated truck route, provided that the operator's next destination does not require that [he/she] they cross a designated truck route. All trucks must adhere to all posted signs indicating locations that limit the height of vehicles permitted to operate thereon.

LOCAL TRUCK ROUTE NETWORK

Street	Limits
Allerton Avenue	White Plains Road to Williamsbridge Road
Bailey Avenue	Van Cortlandt Park South to Sedgwick [Ave.] <u>Avenue</u>
Barry Street	Leggett Avenue to Oak Point Avenue
Bartow Avenue	East Gun Hill Road to Baychester Avenue
Baychester Avenue	East 241st Street to Edson Avenue[,] <u>and</u> New England Thruway (Northbound) Bartow Avenue Exit to [Co-op City Boulevard] <u>Tillotson Avenue</u>
Bergen Avenue	[Willis Avenue] <u>East 147th Street</u> to Westchester Avenue
Boone Avenue	West Farms Road to Whitlock Avenue
Boston Road	City Line to Bronx Park East[,] <u>and</u> East Tremont Avenue to Third Avenue
Broadway	City Line to New York County Line
Bronx Park East	Boston Road to [White Plains Road] <u>Bronxdale Avenue</u>

Brook Avenue	Webster Avenue to Elton Avenue <u>and East 135th Street to East 132nd Street</u>
Bruckner Boulevard (Northbound)	Third Avenue Bridge to <u>Willis Avenue Bridge</u> , St. Anns Avenue to Kearney Avenue[, Kearney Avenue to MacDonough Place], <u>and MacDonough Place to [Shore Road] Westchester Avenue</u>
Bruckner Boulevard (Southbound)	[Shore Road] <u>Westchester Avenue to Cypress Avenue and Willis Avenue to Third Avenue Bridge</u>
[Bruckner Expressway]	[New England Thruway to Triborough Bridge]
[Bryant Avenue]	[Bruckner Boulevard to Garrison Avenue]
Castle Hill Avenue	East Tremont Avenue to Lacombe Avenue
City Island Avenue	City Island Road to Belden Street
<u>City Island Circle</u>	<u>Entire Length</u>
City Island Road	Shore Road to City Island [Avenue] <u>Circle and City Island Circle to City Island Avenue</u>
Commerce Avenue	Westchester Avenue to [Zerega] <u>Haviland Avenue</u>
Conner Street	[Provost Avenue] <u>Boston Road</u> to Tillotson Avenue
[Cross Bronx Expressway]	[Alexander Hamilton Bridge to Cross Bronx Expressway Extension]
Cross Bronx Expressway Eastbound Service Road	[Park Avenue] <u>3rd Avenue</u> to Cross Bronx Expressway Eastbound Entrance Ramp [, Harrod Avenue to Bruckner Interchange]
Cross Bronx Expressway Extension	Cross Bronx Expressway to Throgs Neck Expressway
Cross Bronx Expressway Westbound Service Road	Bruckner Interchange to Westchester Avenue, <u>and Hugh J. Grant Circle to East 177th Street</u>
Depot Place	Sedgwick Avenue to Exterior Street
Dickinson Avenue	[West Gun Hill Road] <u>Van Cortlandt Park South</u> to Sedgwick Avenue
Dupont Street	Leggett Avenue to Oak Point Avenue
East Bay Avenue	Tiffany Street to Halleck Street
East Burnside Avenue	Jerome Avenue to Valentine Avenue
[Eastchester Road]	[Boston Road to Williamsbridge Road]
East Fordham Road	Jerome Avenue to Pelham Parkway
East Gun Hill Road	Jerome Avenue to New England Thruway
East Tremont Avenue	Valentine Avenue to Dewey Avenue
<u>East 132nd Street</u>	<u>Locust Avenue to Brook Avenue</u>
East 135th Street	[Major Deegan Expressway Westbound-Willis Avenue Exit to Third Avenue Bridge Approach] <u>Brook Avenue to Cypress Avenue</u>
East 138th Street	Madison Avenue Bridge to East River

<u>East 139th Street</u>	<u>Morris Avenue to Third Avenue</u>
<u>East 140th Street</u>	<u>Locust Avenue to Bruckner Boulevard</u>
<u>East 141st Street</u>	<u>Locust Avenue to Bruckner Boulevard</u>
<u>East 147th Street</u>	<u>Third Avenue to Bergen Avenue</u>
[<u>East 148th Street</u>]	[<u>Third Avenue to Bergen Avenue</u>]
<u>East 149th Street</u>	<u>145th Street Bridge to East River</u>
<u>East 150th Street</u>	<u>Third Avenue to Melrose Avenue</u>
<u>East 161st Street</u>	<u>Jerome Avenue to Elton Avenue</u>
<u>East 163rd Street</u>	<u>Elton Avenue to [Stebbins] <u>Rev James A Polite Avenue</u>, and [Stebbins] <u>Rev James A Polite Avenue</u> to Hunts Point Avenue</u>
<u>East 167th Street</u>	<u>Jerome Avenue to River Avenue</u>
[<u>East 174th Street</u>]	[<u>Webster Avenue to Park Avenue</u>]
<u>East 175th Street</u>	<u>Cross Bronx Expressway (Westbound)-Webster Avenue Exit to Webster Avenue</u>
<u>East 177th Street</u>	<u>East Tremont Avenue to Cross Bronx Expressway Service Roads</u>
<u>East 177th Street (Cross Bronx Expressway Service Road)</u>	<u>Cross Bronx Expressway Exit 4 EB to White Plains Road and Hugh J. Grant Circle to Havemeyer Avenue</u>
<u>East 178th Street</u>	<u>Valentine Avenue to Webster Avenue</u>
<u>East 188th Street (East Fordham Road)</u>	<u>Morris Avenue to East Fordham Road</u>
<u>East 189th Street</u>	<u>Washington Avenue to Webster Avenue</u>
<u>East 233rd Street</u>	<u>Jerome Avenue to Boston Road</u>
<u>East 241st Street</u>	<u>White Plains Road to Baychester Avenue</u>
<u>Eastchester Road</u>	<u>Boston Road to Williamsbridge Road</u>
<u>Edgewater Road</u>	<u>Halleck Street to Bruckner Boulevard</u>
<u>Edson Avenue</u>	<u>Baychester Avenue to East Gun Hill Road</u>
<u>Edward L. Grant Highway</u>	<u>Washington Bridge to Jerome Avenue</u>
<u>Elton Avenue</u>	<u>East 163rd Street to East 161st Street</u>
<u>Exterior Street</u>	<u>[Jerome Avenue to Third Avenue Bridge] <u>Major Deegan Expressway Approach to Major Deegan Expressway Southbound-East 138th Street Exit</u></u>
<u>Food Center Drive</u>	<u>Halleck Street to Halleck Street</u>
<u>Garrison Avenue</u>	<u>Leggett Avenue to Tiffany Street [, Bryant Avenue to Edgewater Road]</u>
<u>Givan Avenue</u>	<u>New England Thruway Southbound Service Road to Baychester Avenue</u>
<u>Haviland Avenue (Commerce Avenue)</u>	<u>Commerce Avenue to Zerega Avenue</u>

Halleck Street	Edgewater Road to Ryawa Avenue
<u>Havemeyer Avenue</u>	<u>East 177th Street (Cross Bronx Expressway Eastbound Service Road) to Bruckner Boulevard</u>
Hollers Avenue	New England Thruway (Southbound)-Conner Street Exit to Conner Street
Hunts Point Avenue	Southern Boulevard to Bruckner Boulevard [, Randall Avenue to Halleck Street, Ryawa Avenue to New Market Road]
Hutchinson River Parkway [and Southbound] Service Road	[Bruckner Interchange] <u>Rohr Place</u> to [Bronx-Whitestone Bridge] <u>Hutchinson River Parkway Northbound-Schley Entrance</u>
Jerome Avenue	City Line to Major Deegan Expressway Approaches at the Macombs Dam Bridge
Kearney Avenue	[Bruckner Boulevard (Northbound)] <u>MacDonough Place</u> to Bruckner Boulevard (Northbound)
Lacombe Avenue	Soundview Avenue to Castle Hill Avenue
Lane Avenue (Westchester Square)	East Tremont Avenue to Westchester Avenue
<u>Locust Avenue</u>	<u>East 132nd Street to East 141st Street</u>
Leggett Avenue	Southern Boulevard to Randall Avenue
Macombs Dam Bridge Approach	Macombs Dam Bridge to Jerome Avenue
[Major Deegan Expressway]	[City Line to Triborough Bridge]
MacDonough Place	Bruckner Boulevard (Northbound) to [Bruckner Boulevard (Northbound)] <u>Kearney Avenue</u>
<u>Manida Street</u>	<u>Ryawa Avenue to Viele Avenue</u>
Melrose Avenue	[Webster Avenue] <u>East 165th Street</u> to [Willis Avenue] <u>East 149th Street</u>
<u>Morris Avenue</u>	<u>East 138th Street to East 139th Street</u>
Morris Park Avenue	Eastchester Road to East Tremont Avenue
Nereid Avenue	Webster Avenue to White Plains Road
[New England Thruway]	[City Line to Bruckner Expressway]
New England Thruway Southbound Service Road	[Coroner] <u>Conner</u> Street to Givan Avenue
[New Market Road]	[East Bay Avenue to Hunts Point Avenue]
Oak Point Avenue	Barry Street to Halleck Street
[Park Avenue	East 174th Street to Cross Bronx Expressway Eastbound Service Road]
Pelham Parkway	East Fordham Road to White Plains Road <u>and Bruckner Boulevard to Shore Road</u>

Pelham Parkway North	Eastchester Road to Boston Road
Pelham Parkway South	Boston Road to Eastchester Road
Provost Avenue	City Line to [Conner Street] <u>Boston Road</u>
<u>Pugsley Avenue</u>	<u>East 177th Street to Westchester Avenue</u>
Randall Avenue	Leggett Avenue to Halleck Street, <u>and</u> Cross Bronx Expressway Extension to East Tremont Avenue
<u>Rev James A Polite Avenue</u>	<u>East 163rd Street to East 163rd Street</u>
River Avenue	Jerome Avenue to East 149th Street
Ryawa Avenue	Halleck [Avenue] <u>Street</u> to [New Market Road] <u>Manida Street</u>
Sedgwick Avenue	Bailey Avenue to West Fordham Road [-] , Jerome Avenue to Depot Place, <u>and</u> Van Cortlandt Avenue West to Dickinson Avenue
[Sheridan Expressway]	[East Tremont Avenue to Bruckner Expressway]
Shore Road	Bruckner Expressway to City Island Road
Silver Street	Williamsbridge Road to East Tremont Avenue
Soundview Avenue	Bruckner Boulevard to Lacombe <u>Avenue</u>
Southern Boulevard	East Fordham Road [to East 163rd Street, Leggett Avenue] to East 149th Street
<u>St Anns Avenue</u>	<u>East 132nd Street to East 135th Street</u>
[Stebbins Avenue]	[East 163rd Street to East 163rd Street]
Third Avenue	Bruckner Boulevard to East [Fordham Road] <u>189th Street</u>
[Throgs Neck Expressway]	[Bruckner Expressway to Throgs Neck Bridge]
Tiffany Street	[Bruckner] <u>Southern</u> Boulevard to Viele Avenue
Tillotson Avenue	Conner Street to Co-op City Boulevard
Truxton Street	Leggett Avenue to Oak Point Avenue
University Avenue	West Fordham Road to [Washington Bridge] <u>Edward L Grant Highway</u>
Valentine Avenue	East Burnside Avenue to East Tremont [Ave.] <u>Avenue</u>
Van Cortlandt Avenue West	Bailey Avenue to Sedgwick Avenue
Van Cortlandt Park South	Broadway to Bailey Avenue
Viele Avenue	Tiffany Street to Halleck Street
<u>Walnut Avenue</u>	<u>East 132nd Street to East 141st Street</u>
<u>Washington Avenue</u>	<u>Fordham Road to East 189th Street</u>
Webster Avenue	City Line to [Melrose Avenue] <u>East 165th Street</u>
West Burnside Avenue	University Avenue to Jerome Avenue

West Farms Road	[East Tremont Avenue] <u>Boston Road</u> to Boone Avenue
West Fordham Road	University Heights Bridge to Jerome Avenue
West 230th Street	Broadway to Bailey Avenue
West Gun Hill Road	[Dickinson Avenue] <u>Van Cortlandt Park South</u> to Jerome Avenue
Westchester Avenue	Third Avenue to Bruckner Boulevard
White Plains Road	City Line to Bruckner Boulevard
Whitlock Avenue	Boone Avenue to Bruckner Boulevard
[Whittier Street]	[Bruckner Boulevard to Garrison Avenue]
Williamsbridge <u>Road</u>	Boston Road to East Tremont Avenue
Willis Avenue	[Willis Avenue Bridge] <u>East 135th Street</u> to East [149th] <u>147th</u> Street
Zerega Avenue	Westchester Avenue to Homer Avenue



**THE CITY OF NEW YORK
LAW DEPARTMENT**

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Hon. Mike Flynn
NYC Department of Transportation

Re: Amendment of Rules Relating to Citywide Truck Routes

No. 26 RG 001

Dear Commissioner Flynn:

Pursuant to New York City Charter § 1043 subd. c, the above-referenced rule has been reviewed and determined to be within the authority delegated by law to your agency.

Sincerely,

/s/Steven Goulden

STEVEN GOULDEN
Senior Counsel
Division of Legal Counsel

cc: Naomi Silkowitz

Citywide Truck Routes – NYC Rules

 rules.cityofnewyork.us/rule/dot-proposed-amendment-of-rules-relating-to-citywide-truck-routes



Rule status: Adopted

Agency: DOT

Effective date: October 4, 2026

[Printable Version of Proposed Rule Text](#)

DOT-Proposed-Amendment-of-Rules-Relating-to-Citywide-Truck-Routes-certifications-FINAL2.pdf

[Printable Version of Adopted Rule Text](#)

Notice-of-Adoption-Truck-Routes-Final-Approved-with-Certification.pdf

Adopted rule summary:

This adopted rules amends section 4-13 of Chapter 4 of Title 34 of the Rules of the City of New York ("34 RCNY") by updating the citywide truck routes.

Comments are now closed.

Online comments: 353

- **Stephanie**

We can't even get the 4th Ave bike lane extended into Bay Ridge that we've been literally begging you for years and you want to put a truck route down 3rd Ave!? Y'all have lost your minds.

Comment added May 7, 2026 8:40am

- **Brendan Gibbons**

The 400-500 State Street Block Association and 25 parents of children at PS K456 (Elizabeth Jennings School for Bold Explorers) urge DOT to remove 3rd Avenue between Atlantic Avenue and Schermerhorn Street from the citywide truck route network, or to formally restrict non-local through-truck traffic on this segment. The 3rd Avenue corridor now functions as a residential and school corridor that is geometrically incompatible with the large trucks currently routed through it. 53-foot tractor-trailers, which are prohibited on New York City streets under DOT's own published rules, are regularly observed here. Signs installed by DOT to address the problem have been repeatedly destroyed by trucks making the very turns they prohibit. We propose the Boerum Place, Jay Street and Tillary Street corridor as a feasible and appropriate alternative route for Manhattan Bridge and BQE-bound traffic. Detailed comment letters and supporting exhibits are attached. Due to file size restrictions, we cannot upload all of our photos and videos, but sent the additional files via e-mail to [\[email protected\]](#).

[Comment attachment](#)

400-500-State-Street-Block-Association-Truck-Route-Comment.pdf

Comment added May 20, 2026 11:12am

- **Anonymous**

I am a member of the 400-500 State Block association and I join in the comment submitted on May 20, 2026, by the 400-500 State Street Block Association regarding the removal of the truck route designation from 3rd Avenue between Atlantic Avenue and Schermerhorn Street.

Comment added May 20, 2026 11:06pm

- **Anonymous**

I'm a neighbor on State St and 3rd and I join in the comment submitted on May 20, 2026, by the 400-500 State Street Block Association regarding the removal of the truck route designation from 3rd Avenue between Atlantic Avenue and Schermerhorn Street.

The situation is untenable with trucks pooling an intersection not sized to fit these type of vehicles.

Comment added May 20, 2026 11:08pm

- **Edmond C**

I live in state st and 3rd Ave and I join in the comment submitted on May 20, 2026, by the 400-500 State Street Block Association regarding the removal of the truck route designation from 3rd Avenue between Atlantic Avenue and Schermerhorn Street.

The 3rd Avenue corridor now functions as a residential and school corridor that is geometrically incompatible with the large trucks currently routed through it. 53-foot tractor-trailers, which are prohibited on New York City streets under DOT's own published rules, are regularly observed here.

Comment added May 20, 2026 11:10pm

- **Community Board 10, Brooklyn**

At a duly publicized meeting of Brooklyn Community Board 10 held on May 18, 2026, Board Members voted unanimously to strongly oppose the proposed expansion of the 3rd Avenue truck route and to request that DOT pause the implementation of the planned safety enhancement project. Board Members have requested that DOT provide further data and address the concerns of the community including having The Merchants of Third Avenue Civic Improvement Association be part of this discussion.

There was significant opposition from Board Members and The Merchants of Third Avenue regarding the expansion of the truck route onto 3rd Avenue, a busy residential and commercial corridor with high pedestrian traffic, a bus route, many restaurants with outdoor dining setups, etc. Board Members are highly concerned about safety along this corridor and have requested that DOT pause this project until further discussion takes place.

[Comment attachment](#)

DOT-Safety-Enhancement-Plan-3rd-Avenue.pdf

Comment added May 21, 2026 2:43pm

- **Patrick Boyle**

I write to strongly oppose the addition of Third Avenue between 86th Street and Atlantic Avenue to the citywide truck route map. Currently, Third Avenue in the Bay Ridge stretch is filled with doubled parked cars and trucks making deliveries who take up a lane. It is very dangerous for pedestrians and cars who are forced to constantly weave onto the wrong side of the road to make their way around car and truck obstacles. Without exaggeration, there are doubled parked cars and trucks on virtually every block of Third Avenue in the Bay Ridge section. It would worsen an already very dangerous situation along Third Avenue to add trucks to this route who are not making deliveries.

Comment added May 21, 2026 4:23pm

- **Nicole Wesselmann**

I am neighbor who lives on State Street and 3rd Avenue. I join in the comment submitted on May 20, 2026, by the 400-500 State Street Block Association regarding the removal of the truck route designation from 3rd Avenue between Atlantic Avenue and Schermerhorn Street.

Comment added May 21, 2026 4:27pm

- **Susan**

3rd Avenue in Bay Ridge, Brooklyn is a quiet, pedestrian shopping avenue. I'm very concerned with the safety of pedestrians and school children with increased truck traffic on this 2-lane avenue. As someone who lives in Bay Ridge, I am also concerned about the environmental harm from added pollution from truck exhaust that everyone working and/or shopping on 3rd Avenue AND everyone living on or near 3rd Avenue will face.

Comment added May 21, 2026 4:28pm

- **Annalise Lowenstein**

I join in the comment submitted on May 20, 2026, by the 400-500 State Street Block Association regarding the removal of the truck route designation from 3rd Avenue between Atlantic Avenue and Schermerhorn Street.

My husband, 1-year-old son, and I live on State Street and cross 3rd Avenue daily. I have learned that the corner of State Street and 3rd Avenue is not a safe place to wait to cross the street as a pedestrian with a toddler in a stroller, because turning trucks often hop up onto the curb and narrowly miss pedestrians. Please make these changes to the truck route so my family, children at the elementary school on State Street, and everyone in our community can remain safe in our own neighborhood.

Comment added May 21, 2026 4:34pm

- **Laura Justus**

As a neighbor and parent, I join in the comment submitted on May 20, 2026, by the 400-500 State Street Block Association regarding the removal of the truck route designation from 3rd Avenue between Atlantic Avenue and Schermerhorn Street.

Comment added May 21, 2026 4:37pm

- **Lane W**

I live on State Street and 3rd Avenue and join in the comment submitted on May 20, 2026, by the 400-500 State Street Block Association regarding the removal of the truck route designation from 3rd Avenue between Atlantic Avenue and Schermerhorn Street.

Comment added May 21, 2026 4:38pm

- **Dan Korich**

I join in the comment submitted on May 20, 2026, by the 400-500 State Street Block Association regarding the removal of the truck route designation from 3rd Avenue between Atlantic Avenue and Schermerhorn Street.

Comment added May 21, 2026 4:44pm

- **Aimee Traynor**

That area is already over crowded and dangerous and it is the main access for the fort Hamilton high school students to get to the train. It would impact pedestrian safety.

Comment added May 21, 2026 4:52pm

- **Allen Barcelon**

Gentlemen, I am a resident on State Street between Nevins Street and 3rd Avenue. Trucks attempting to negotiate a right turn on to State Street from 3rd Avenue are damaging property and exacerbating the already heavy traffic jams at that intersection. There is also a very real threat to the safety of pedestrians and school children that cross there every day. Please refer to the study submitted by our block association.

Comment added May 21, 2026 4:54pm

- **William Keane**

Susan

3rd Avenue in Bay Ridge, Brooklyn is a quiet, pedestrian shopping avenue. I'm very concerned with the safety of pedestrians and school children with increased truck traffic on this 2-lane avenue.

Comment added May 21, 2026 4:54pm

- **Anonymous**

Allowing more truck traffic on 3rd Avenue, Brooklyn violates the intent of Local Law 171 of 2023 which requires DOT to redesign the city truck route network to enhance safety, increase visibility and reduce traffic

congestion. Driving 3rd Avenue in Bay Ridge, as well as 5th Avenue, is like driving an obstacle course around double parked cars and delivery trucks. I do not believe the current conditions are safe, nor do they provide increased visibility or reduce traffic congestion. The proposed DOT truck route redesign plan would make safety, visibility and traffic congestion worse than it is now. I strongly oppose the proposed DOT truck route redesign.

Comment added May 21, 2026 5:11pm

- **No name**

This proposed truck route on 3rd Avenue in Bay Ridge is not a good idea. There are many schools, daycares and children's play places on or close to 3rd Avenue. There are many families with small children who will be at risk. We already have issues with the younger drivers speeding and going through red lights and the constant double parking on both sides of the Avenue. Please don't make it worse for us.

Comment added May 21, 2026 5:11pm

- **Ivana Rizzo**

Placing a truck route on 3rd Ave would cause significant congestion and create dangerous conditions for children and elderly. We have had many traffic accidents given the current traffic congestion on the Avenue already. This is a busy thoroughfare for our neighborhood surrounded by schools and churches. Not advisable at all!

Comment added May 21, 2026 5:17pm

- **Yulia Hanin**

I live in Bay ridge, Brooklyn and I can attest that the 3rd Ave route is practically unpassable as it is. There are only 2 lanes (one each way) and there are local delivery trucks and a lot of local businesses/restaurants, resulting in people double parked in every block. Having large trucks trying to drive through would be a nightmare for everyone, including the drivers of those trucks. The 3rd ave truck route proposal makes even less sense considering there's the 4th Ave route running parallel and that is 4 lanes (2 lanes each way). That is more manageable for trucks. Thank you for your consideration.

Comment added May 21, 2026 5:20pm

- **Peter Knocke**

I join in the comment submitted on May 20, 2026, by the 400-500 State Street Block Association regarding the removal of the truck route designation from 3rd Avenue between Atlantic Avenue and Schermerhorn Street. I personally have to cross 3rd avenue daily with my child in a stroller and can not stress enough how dangerous this intersection is.

Comment added May 21, 2026 5:21pm

- **Zack Hadzismajlovic**

As a member of the 400-500 State Street Block Association, I join in the comment submitted on May 20, 2026, by the 400-500 State Street Block Association regarding the removal of the truck route designation from 3rd Avenue between Atlantic Avenue and Schermerhorn Street.

Comment added May 21, 2026 5:24pm

- **Anonymous**

Third Avenue is the pedestrian center of this neighborhood, it would be not only a danger to the community but a disservice to it. We are a quiet community that is being built up outside of our infrastructure capacity, outside of our diverse aesthetic, outside of our own wants, & outside of what's safe. We are a residential community, not a central city neighborhood! We cannot hold capacity for continued development & commercial changes nor do we want to.

Comment added May 21, 2026 5:40pm

- **Alissa**

I join in the comment submitted on May 20, 2026, by the 400-500 State Street Block Association regarding the removal of the truck route designation from 3rd Avenue between Atlantic Avenue and Schermerhorn Street. I live on the 400 block of State Street and regularly witness what the block association outlined including dangerous conditions for pedestrians walking on 3rd Ave and crossing over 3rd Ave towards Flatbush. I have a young son and it is terrifying to think of what might happen someday soon to him or another child, if 3rd Ave remains a truck route.

Comment added May 21, 2026 5:41pm

- **Deborah Nevins**

3rd Ave runs through residential neighborhoods and is full of small independently owned shops. A reduction in foot traffic will be bad for these businesses. Making this a truck route will be dangerous for the many people who walk around the neighborhood, crossing streets is difficult now with only local truck traffic. 4th Avenue and 5th Avenue have truck routes. Why can't we preserve 3rd Avenue?

Comment added May 21, 2026 5:43pm

- **Ivana Rizzo**

Another ridiculous nyc idea to destroy neighborhoods. If a traffic study is done (which was probably not done as this would be logical) it would show how congested 3rd Ave is already. This would cause more congestion and result in traffic accidents and potentially death of our neighbors. We have lots of young families as well as substantial seniors that traverse the avenue for schools, churches, shopping and dining. It would cause more noise and pollution as well. Say No to City hacks who know nothing about our community.

Comment added May 21, 2026 5:47pm

- **Anonymous**

It is extremely foolish to allow large tractor trailer trucks to drive down third Avenue, especially in the section of Bay Ridge, which is already congested with pedestrians, double parked cars and shopping traffic in general. It would be a safety and logistical nightmare, reducing the quality of life in the area, creating traffic jams (which also creates more air pollution for the residents), and so I strongly urge that this new law not pass.

Thank you.

Comment added May 21, 2026 5:56pm

- **Anonymous**

3rd Ave is a shopping district. This is extremely dangerous. The corner of 3rd ave and 86th is a main pedestrian crossway that many families use to come home from ps 185 and fort Hamilton high school. This is dangerous and will lead to pedestrian deaths

Comment added May 21, 2026 6:01pm

- **Anne**

3rd Ave in Bay Ridge is not an appropriate street for non-local truck traffic. It is a popular strip for restaurants, shopping and therefore has a lot of pedestrian traffic. Additionally, there is already a problem with vehicles running a red light on 3rd Ave and 68th Street, right outside an elementary school. We do not need increased tractor trailer traffic making it even more dangerous for our neighborhood.

Comment added May 21, 2026 6:01pm

- **Tracy**

There is simply no possible way an educated, experienced adult observed the movement of vehicles on 3rd Ave in Bay Ridge with their own eyes during daytime hours and then decided it would be a good idea to allow trucks to frequent the avenue.

Comment added May 21, 2026 6:07pm

- **Lindsay Peterson**

3rd Avenue in Bay Ridge is a pedestrian shopping street and should not become a truck route. My younger child attends school at PS 102, which is very close to 3rd Avenue (at 71st & 72nd Streets). My older child also uses 3rd Avenue frequently with her middle school friends. The street would become significantly less safe if large trucks were using it constantly. Please do not approve this change.

Comment added May 21, 2026 6:08pm

- **Anonymous**

3rd Avenue in Bay Ridge, Brooklyn is a quiet, pedestrian shopping avenue.

I'm very concerned with the safety of walkers and school children with increased truck traffic on this narrow 2-lane avenue. It is already crowded enough with all the regular cars double-parking.

As someone who lives in Bay Ridge, I am also concerned about the environmental harm from added pollution from truck exhaust that everyone living, working and/or shopping on 3rd Avenue and nearby (like us). Do not do this.

Comment added May 21, 2026 6:09pm

- **Jackie**

I oppose the proposition of making 3rd avenue in Bay Ridge a truck route. As it is, 3rd avenue is an already busy street with many businesses, neighborhood cars, double parking, city buses, school buses, truck deliveries and many pedestrians. Not to mention the scooters and ebikes that go unchecked! This is the pace of city living, however adding a noisy designated truck route to Bay Ridge will surely be a detriment to the safety and quality of life for the many people living here.

Comment added May 21, 2026 6:11pm

- **Jennifer Gueits**

As a life long citizen of Bay Ridge 3rd Ave has always been a crowded avenue between the car traffic, double parked vehicles and our bus. Since 2020 we've seen addition of more outdoor dining adding on the congestive state of the ave despite it being great for business and for an outdoor space to dine.

Adding trucks that do not have to drive through the entire neighbor all the way down to Atlantic would be a great inconvenience for everyone. It is a safety concern for the kids who walk along and across the avenue through the neighborhood, more vehicle congestion, more air pollution and it takes away from the social space that 3rd ave is for some of the neighborhoods these trucks will pass. In addition when there are the occasional high wind situations that close down the Verrazano bridge that will make the traffic situation severely worse.

Comment added May 21, 2026 6:11pm

- **Anonymous**

I strongly disagree with the proposal to turn 3rd Avenue in Bay Ridge into a major truck route. 3rd Avenue is not an industrial corridor — it is the heart of our neighborhood. It is filled with restaurants, small businesses, grocery stores, and local shopping that families rely on every day.

This avenue functions as Bay Ridge's "main street," where residents walk, dine, shop, and spend time with their families. Increasing large truck traffic would create more noise, pollution, congestion, and safety concerns for pedestrians and local businesses.

Our community should be protected and supported, not turned into a heavy truck corridor. Should be consider the impact this decision would have on the people and businesses that make Bay Ridge vibrant and welcoming.

Comment added May 21, 2026 6:20pm

- **Anonymous**

Are the people proposing this out of their mind? Have they spent any time on this stretch of 3rd Ave??? No one who lives here would EVER say yes to this. If this proposal passes – we will truly know without a doubt that we have no say in our own neighborhoods and that these forums for feedback are merely performative. This would be utter insanity to have trucks of this size on 3rd Ave – especially between 86th and Senator.

Comment added May 21, 2026 6:20pm

- **Maureen Stramka**

Bay ridge is overcrowded with trucks and double parked cars.

Hiw are these trucks going to get by?

The horn honking is out of control and will only get worse. There are no considerate drivers around. This will be an absolute disaster if this is passed.

PLEASE STOP THIS!!!!

Comment added May 21, 2026 6:29pm

- **Susan Holman**

I join in the comment submitted on May 20, 2026, by the 400-500 State Street Block Association regarding the removal of the truck route designation from 3rd Avenue between Atlantic Avenue and Schermerhorn Street.

Comment added May 21, 2026 6:34pm

- **Suzanne Tomatore**

Third Avenue in Bay Ridge is the heart of our community and a thriving shopping district with many independently owned shops and a new elementary school. There is a firehouse on Wakeman and 3rd that needs to be able to access the community during emergencies. It is not a wide boulevard, like 4th Ave. It cannot handle large truck traffic and is not equipped to accommodate trucks turning. Please revert large trucks to 4th Ave or other truck routes for the safety of our community and the truck drivers themselves who will end up stuck behind double parked cars or not having enough room to turn when needed. The avenue also gets very backed up during rush hours for many blocks. Adding in tractor trailers will make it impassable. The avenue simply wasn't built for large trucks, it was built for the community to shop, live, eat at local restaurants and to thrive.

Comment added May 21, 2026 6:39pm

- **Anonymous**

I strongly oppose the proposal to designate 3rd Avenue in Bay Ridge as a truck route. The avenue is already congested between the local traffic, businesses, delivery vehicles, double-parked cars, city and school buses, and constant pedestrian activity, children included in this bustling family community. In addition, scooters and e-bikes frequently create further safety concerns – how can trucks even FIT on the avenue with all of this? While this level of activity is part of everyday city life, adding a formal truck route would only increase noise, congestion, and danger. This change would negatively impact both the safety and overall quality of life for the residents and families who live in the neighborhood.

Comment added May 21, 2026 6:46pm

- **Issam Hassan**

I went to high school in bay ridge and have been living in bay ridge now for over 15 years. I now have 4 kids. My family and kids walk to school on 3rd ave. 3rd ave as it is is very busy because of all of the successful restaurants and small businesses that give bay ridge its charm

Adding a truck route will threaten the safety of thousands of people that walk, work, and live on 3rd ave

Bay ridge's 3rd ave is the jewel and envy of all of New York, with international restaurants, unique small businesses, quirky smoothie shops and beautiful coffee shops

To add this would cause more traffic and make local businesses suffer

Please do not do this

Comment added May 21, 2026 7:17pm

- **Caitlyn R.**

3rd Avenue is already heavily congested throughout much of the day, with double parking, delivery vehicles, buses, pedestrians, and frequent stop-and-go traffic. Adding additional truck traffic to an already overburdened corridor would worsen gridlock, increase delays for local residents and emergency vehicles, and create even more dangerous conditions for pedestrians and cyclists.

Unlike industrial corridors designed for sustained heavy vehicle traffic, 3rd Avenue functions as a mixed residential and commercial neighborhood street with constant local activity. Large trucks navigating narrow intersections, turning across crosswalks, and competing with existing traffic would significantly increase safety concerns and reduce overall quality of life for residents.

Rather than diverting more truck traffic through a congested residential avenue, the city should focus on preserving neighborhood safety and identifying alternatives that do not intensify traffic, noise, diesel pollution, and infrastructure wear in an already strained community.

Comment added May 21, 2026 7:19pm

- **Sara T**

Bay Ridge is a residential, family centered neighborhood and 3rd Ave is full of schools, restaurants and shops. The safety and comfort of pedestrians and residents will suffer by adding 3rd Avenue to the citywide truck route map. The whole neighborhood will suffer. We deserve to have parts of the city that aren't industrial, where working class people can walk and shop safely and in peace.

Comment added May 21, 2026 7:24pm

- **Paulette**

Various times throughout the day, third Ave is nearly impossible to navigate. There are trucks blocking passage as they make deliveries. John Q citizen double parks, usually with someone in the car as he picks up his Chinese food, runs into the bank or drops off a UPS package. Actually that's an understatement, all of the businesses in the Avenue could have people waiting at the pump or double parking as they quickly tend to their business. It would impede our lovely summer strolls where parts of third Avenue are shut down. This is a lovely neighborhood, let's keep it that way and keep the extra traffic away from Third Avenue!

Comment added May 21, 2026 7:44pm

- **Nastassja**

I strongly oppose adding 3rd Avenue to the citywide truck route. This avenue is already narrow, heavily congested, and dangerous at many times of the day due to traffic, double parking, pedestrians, families, and nearby schools. Allowing large tractor trailers and trucks to travel through this corridor would create serious safety concerns for residents and children.

3rd Avenue is also known for its restaurants and small businesses, which are already struggling in this economy. Increased truck traffic, congestion, noise, and pollution will discourage people from visiting the area and hurt the local businesses that keep this neighborhood alive.

Large tractor trailers do not belong on this type of residential and commercial avenue unless making local deliveries. Please prioritize the safety of families, students, pedestrians, and local businesses.

Comment added May 21, 2026 7:49pm

- **Anonymous**

This is a horrible idea. Dangerous for school children and bad for air quality.

Comment added May 21, 2026 7:53pm

- **Rose DePinto**

I am strongly opposed to allowing trucks to pass through what is already a very congested and compromised area, 3rd Avenue in Bay Ridge. We presently have an abundance of double parked cars and trucks along third Avenue which makes finding parking impossible and it is also very dangerous for pedestrians. Our community has many seniors and many young families with children and this would make it very dangerous for them as well as all pedestrians. It would also contribute to more noise pollution. I am very opposed to this terrible proposal. This should not happen. It would also ruin the beauty of our neighborhood.

Comment added May 21, 2026 7:53pm

- **Jovana**

I write to strongly oppose the addition of Third Avenue between 86th Street and Atlantic Avenue to the citywide truck route map. Third Avenue is extremely congested with traffic, deliveries, and double parked cars. Adding trucks will cause even more delays and create unsafe conditions for both pedestrians and drivers.

Comment added May 21, 2026 7:59pm

- **John Calascione**

So let me get this straight...these “geniuses” at the DOT who spent millions to turn a truck route into a bike route in South Slope that’s barely used...want to turn turn 3rd Avenue which is narrow to begin with...into a truck route. The amount of property damage to local cars when trucks had to find an alternate route...unreal. I watched tractor trailers absolutely demolish neighbors cars when this happened. Who knows how much that made insurance rates skyrocket. You want to let trucks go along a road as previously stated, that is narrow and functions as a residential and school route. Do you want more accidents and property damage? Because that’s how you get it.

These DOT charlatans should be ashamed to take a paycheck.

Comment added May 21, 2026 8:02pm

- **Mary Jo Tobin**

When does this stupidity stop! Where has logic gone? This is a terrible idea! We need less trucks, not more! There’s way too much congestion on the avenue already! Please do not go through with this!

Comment added May 21, 2026 8:04pm

- **Anonymous**

I am a neighbor living in Bay Ridge. I am concerned with this change because it will increase traffic along 3rd Avenue which is the avenue I was along every day to bring my kids to school. The change brings up safety concerns with crowding and extra traffic flooding streets. It is already hard to cross the street with strollers with people sometimes breaking the red light cameras and I am worried that extra traffic on residential streets will increase frustration and lead to more bad habits like street light violations. Thank you for taking our concerns into consideration, it is so appreciated.

Comment added May 21, 2026 8:14pm

- **Sean Perri**

This idea is so terrible that I thought it was a joke. Third avenue is already insane as it is- if this proposal passed, third avenue would be insanely dangerous for drivers as well as pedestrians (many of which are students walking to and from school). The traffic on third avenue needs to be alleviated, not exacerbated.

Comment added May 21, 2026 8:18pm

- **Anonymous**

I join in the comment submitted on May 20, 2026, by the 400-500 State Street Block Association regarding the removal of the truck route designation from 3rd Avenue between Atlantic Avenue and Schermerhorn Street.

I live on State Street and 3rd avenue with a toddler. I am constantly concerned about his safety as trucks often jump the curb or speed down the street with no regard for traffic signals. My toddler deserves to grow up in a city that prioritizes his and other pedestrians safety. I hope the city will do right by all residents and block truck traffic.

Comment added May 21, 2026 8:18pm

- **Cary Raffle**

Strongly oppose making the truck corridor from 3rd Ave and 86th Street in Bay Ridge. This is a vital commercial, residential and bus corridor and is already terribly overcrowded. The additional traffic will cause more delays, congestion and pollution and reduce safety. It will negatively impact business including restaurants with outdoor dining, and make the street impassable for emergency vehicles. Please don't do it.

Comment added May 21, 2026 8:26pm

- **Hoy**

You have hit on exactly what makes this proposal so alarming for anyone who actually knows Bay Ridge. Turning a vibrant, bustling local commercial strip like Third Avenue into a designated truck route is a recipe for gridlock and tragedy. If you are looking to expand this into a formal community objection, a letter to a local representative, or an op-ed, you can build out your argument by breaking it down into four critical impact areas:

1. The Reality of the “Double-Park economy”

Third Avenue thrives on quick-turnover local commerce. Because parking is sparse, delivery drivers, contractors, and local shoppers frequently double-park out of necessity.

The Conflict: If you introduce massive 18-wheelers or heavy box trucks into a single lane that is constantly blocked by a double-parked delivery vehicle, Third Avenue will completely paralyze.

The Ripple Effect: Trucks will attempt to squeeze past, ripping off car mirrors, or they will sit and honk, creating an unbearable wall of noise. If the avenue is perpetually gridlocked, people will avoid it, driving local businesses into the ground.

2. Extreme Danger to Pedestrians (Especially Kids)

Third Avenue isn’t just a road; it’s a neighborhood hub. It is lined with outdoor dining, grocery stores, and schools.

The Visibility Nightmare: Because cars are frequently double-parked or parked right up to the crosswalks, daylighting (clear visibility at intersections) is already tough.

The Risk: A child stepping out between parked cars can easily be missed by a driver sitting high up in a semi-truck cab with massive blind spots. Heavy trucks require significantly longer stopping distances, making the high volume of foot traffic and kids crossing after school an incredibly dangerous mix.

3. Structural Constraints: The Street is Too Narrow

Third Avenue was simply not engineered for freight traffic.

Tight Turns: The intersections and corners on Third Avenue are tight. When a large truck tries to make a right or left turn onto a narrow side street, it will regularly have to mount the curb—endangering people standing on the sidewalk—or block multiple lanes of traffic just to swing wide enough to make the turn.

Infrastructure Strain: The constant pounding of multi-ton trucks will quickly shred the asphalt, leading to massive potholes, and the vibrations can threaten the foundations of older buildings lining the avenue.

4. A Logical Alternative Already Exists

The most frustrating part of the proposal is that it is completely unnecessary.

Bay Ridge already has a designated commercial corridor designed specifically to handle heavy, through-traffic: Fourth Avenue.

Fourth Avenue is much wider, has multiple lanes, lacks the dense concentration of storefront double-parking, and provides direct access to major arteries like the Gowanus Expressway. Funneling trucks onto Third Avenue is a solution looking for a problem.

Comment added May 21, 2026 8:38pm

- **Anonymous**

The section of Third Avenue in Bay Ridge is in the vicinity of several schools with students often transiting through it to get home or to transportation. This change would create an unsafe passageway for them, as well as for Senior Citizens and those with mobility issues. It is already heavily trafficked.

Comment added May 21, 2026 9:44pm

- **Lauren**

I disagree with the truck route extending south on 3rd Ave. to 86th St. in Brooklyn. This portion of 3rd Ave is filled with homes and small businesses – unlike the section that lies under the BQE. It is not an appropriate truck route. To take the argument further, making 3rd Ave in Brooklyn between anywhere and Atlantic Ave is grossly furthering the work of Robert Moses. The BQE is right there let them take that.

Comment added May 21, 2026 9:45pm

- **Anton F.**

To be clear, the proposal seeks to put a truck route through 3rd and 86th in Bay Ridge, a residential commercial area characterized by its schools, restaurants, and pedestrian traffic and that suffers from lack of parking and bike safety/accessibility. Valet and delivery vans (UPS, Amazon, etc) cause traffic obstructions, and you want to put a *Truck Route* through it? Are actual *people* a priority anymore?

Comment added May 21, 2026 9:47pm

- **Jordan**

Adding 2nd Avenue in Brooklyn makes sense for relieving congestion on 3rd Avenue, but the traffic signals would need to be upgraded. There is currently, for example, a 1-way stop sign at 45th Street and 2nd Avenue, with traffic on 2nd Avenue uncontrolled. There are often double parked cars blocking the view of the intersection. A trampoline park is located across this intersection and there are often families with young children trying to cross without a crosswalk and with limited visibility, having walked down 45th Street from the R at 45th St and 4th Ave.

Comment added May 21, 2026 10:14pm

- **Anonymous**

As a Bay Ridge resident, I strongly oppose the proposal to make 3rd Avenue a truck route. 3rd Avenue is a quaint, small-scale, pedestrian-friendly strip of tiny shops and restaurants with a lowkey neighborhood feel. I worry a truck route would completely change the character of the neighborhood for the worse, choking it with traffic and pollution. It will make crossing the street unsafe for all pedestrians in particular the many school children, including my own kids, who cross 3rd Avenue going to and from school. There is also no need or benefit for a truck that is not making a local delivery to drive through the middle of Bay Ridge because access to the BQE all sits on the perimeter of the neighborhood. Please stop this terrible idea from taking effect.

Comment added May 21, 2026 10:24pm

- **Anonymous**

I live in Bay Ridge, Brooklyn off 3rd Ave. The proposal to make 3rd Ave from North Bay Ridge to 86th St is an awful idea. First of all, 3rd Ave is the street my children and I walk down every day to and from school. There are so many schools and Pre-K Centers on 3rd Ave or one block off of 3rd Ave, including PS 413, PS 102, Bay One Preschool, PS 231K@404, Tutor Time, PS 185, PS/IS 30, and probably others I'm not thinking of. So many children – accompanied or unaccompanied – walk on and cross 3rd Ave every day. Plus, there are many school busses that drive on 3rd Ave to pick up children or get to their schools. In addition to school, my children and I walk down 3rd Ave daily to go to the library, their activities, grocery stores, restaurants, and shops. Secondly, there are emergency services like a fire station and the 68th police precinct on 3rd Ave in Bay Ridge, that already have to navigate the terrible double-parking on 3rd Ave. Thirdly, Bay Ridge is a NORC (Naturally Occurring Retirement Community.) This means many of our neighbors are elderly and do not need more obstacles to navigate when walking around the neighborhood. I worry enough walking around in this neighborhood given the pedestrian fatalities and injuries that have happened here. This proposal is a terrible idea. Please do NOT go through with this!

Comment added May 21, 2026 10:28pm

- **Dana Morrissey**

Third Avenue, once it crosses into Bay Ridge, is packed with pedestrians. While the stretch up until ~60th street makes sense for a truck route, continuing up third makes no sense and will prove fatal- make no mistake about it. Once you head into Bay Ridge on third, you have a park where children's soccer routinely meets. They will have to cross this path to get into the park. Immediately past the park, the road narrows. People often double park on both sides of the road. Trucks are incentivized to get to their destination in a timely fashion and they drive as such. Why would you ever want to unleash that into a massive residential shopping and dining corridor? Route this up fourth avenue- that's at least four lanes and is less populated. Please reconsider this. Why don't you visit this side of third to see what I'm talking about?

Comment added May 21, 2026 11:09pm

- **Jonathan**

As both a local resident and a parent of children who attend school along this corridor, I already witness firsthand the dangerous congestion and traffic conditions that exist daily on Third Avenue and surrounding streets. The corridor is routinely impacted by double-parked vehicles, delivery trucks, buses, rideshare activity, cyclists navigating tight traffic conditions, and aggressive merging behavior that create hazardous conditions for pedestrians, school children, bike riders, and drivers alike.

Adding a designated truck route that permits full-sized tractor trailers and large commercial trucks to regularly travel along Third Avenue and turn on and off 86th Street will significantly worsen an already overburdened roadway.

Community Board 10 has already expressed serious concerns regarding this proposal, specifically citing increased congestion, safety risks for children, noise, and air pollution in a heavily residential and commercial area. Local leaders also noted that Third Avenue already experiences constant double parking, bicycle traffic conflicts, and delivery-related congestion that make navigation difficult and unsafe even under current conditions.

The NYC DOT itself acknowledges that school-area safety and traffic calming are critical priorities under Vision Zero, particularly on corridors near schools and high pedestrian activity.

Expanding truck traffic through this corridor directly conflicts with those stated safety goals.

There is also abundant evidence citywide that double-parked delivery vehicles and truck congestion create dangerous bottlenecks, blocked lanes, impaired visibility near intersections, and cascading traffic backups. These conditions become even more dangerous when cyclists are forced to maneuver around stopped vehicles and merge unpredictably with moving traffic and large trucks.

Residents in Bay Ridge have consistently raised concerns about worsening congestion and chronic double parking on Third Avenue and 86th Street, with many describing traffic conditions as already difficult and unsafe during school hours and peak delivery times.

This proposal appears to prioritize regional freight movement over the quality of life and safety of the families, students, pedestrians, cyclists, and small businesses that

rely on these neighborhood streets every day. Third Avenue is not an industrial corridor — it is an active mixed-use community corridor with schools, residences, local businesses, bus stops, bike traffic, and heavy pedestrian activity.

Before any expansion of truck access is considered, the City should conduct a comprehensive traffic and safety impact study, evaluate alternative routes better suited for large freight traffic, and meaningfully engage the local community whose daily lives will be directly affected.

I respectfully urge DOT to reject this proposed truck route expansion along Third Avenue to 86th Street.

Comment added May 21, 2026 11:22pm

- **Larissa**

I join in on the opposition to remove 3rd Ave between Atlantic Ave and Flatbush Ave as an official truck route. This location, designated by the city as a high-priority Vision Zero Zone, has devolved into a corridor of gridlock and daily mayhem. The volume and type of through traffic are unsuitable for the neighborhood's capacity, with constant backups congesting the intersection and large trucks turning onto smaller streets routinely damaging street infrastructure and encroaching dangerously close to pedestrians and schoolchildren

Comment added May 21, 2026 11:26pm

- **Paul Schreiber**

I join in the comment submitted on May 20, 2026, by the 400-500 State Street Block Association regarding the removal of the truck route designation from 3rd Avenue between Atlantic Avenue and Schermerhorn Street.

Comment added May 21, 2026 11:28pm

- **Cinthia Menutole**

I join in the comment submitted on May 20, 2026, by the 400-500 State Street Block Association regarding the removal of the truck route designation from 3rd Avenue between Atlantic Avenue and Schermerhorn Street.

Please, listen to all of us!

Cinthia Menutole

Comment added May 22, 2026 3:10am

- **Christine Clark**

I am writing as a Brooklyn resident to express my strong opposition to the proposed expansion of the local truck route network to include Third Avenue from Schermerhorn Street to 86th Street. Formalizing this corridor as a 24/7 truck route will severely impact public safety, public health, and the quality of life in our neighborhoods.

I urge the DOT to reject this proposal based on the following critical concerns:

Severe Traffic and Congestion: Third Avenue is already a highly congested, complex artery handling local buses, passenger vehicles, and delivery traffic. It is frequently plagued by double-parking and bottlenecking. Adding continuous, heavy freight and 53-foot truck traffic to this corridor will completely paralyze local movement and increase reckless driving behaviors as drivers attempt to navigate the gridlock.

High Density of Pedestrians and Schools: The proposed route passes directly through high-density residential and commercial areas, including the heart of the Sunset Park and Bay Ridge communities. This corridor is home to numerous schools, playgrounds, and daycare centers. Forcing massive freight trucks onto a street where thousands of children walk to school every day is an unacceptable safety risk that runs entirely counter to the city's Vision Zero goals.

Severe Environmental Justice and Asthma Concerns: Sunset Park already suffers from some of the highest rates of childhood asthma and air pollution in the city, largely due to its proximity to the multi-lane Gowanus Expressway overhead. Adding a street-level local truck route directly beneath or adjacent to this highway creates a toxic "double exposure" of particulate matter for residents. The community cannot absorb any more diesel exhaust or localized air pollution.

Negative Impact on Local Commerce and Infrastructure: Third Avenue thrives on foot traffic, outdoor dining, and local shopping. Converting it into a permanent highway for heavy freight will ruin the streetscape with continuous noise, vibration, and diesel fumes, ultimately hurting the small businesses that form the backbone of our neighborhood.

Rather than accommodating more heavy trucks by expanding the network into vulnerable neighborhoods, the DOT should focus on rigorous enforcement of existing routes, utilizing technology to keep trucks on major highways, and investing in safer infrastructure.

Thank you for your time and consideration. I strongly request that the DOT host localized public workshops to hear directly from the affected communities before moving forward with any rulemaking.

Comment added May 22, 2026 5:13am

- **Heather Taylor**

As a member of the 400-500 State Street Block Association, I join in the comment submitted on May 20, 2026, by the 400-500 State Street Block Association regarding the removal of the truck route designation from 3rd Avenue between Atlantic Avenue and Schermerhorn Street.

Comment added May 22, 2026 6:35am

- **D. M. Howard**

I oppose the truck route changes proposed for third Avenue in Bay Ridge Brooklyn. The already existing traffic and congestion cannot handle truck traffic. Additionally and more importantly, this would be a huge safety issue on an area with many schools, putting children at risk. I worry about the health implications from the exhaust of the trucks for people with asthma and other respiratory conditions.

Comment added May 22, 2026 7:00am

- **Rachel B.**

I am writing to strongly oppose the proposed truck route along 3rd Avenue up to 86th Street. This proposal is deeply misguided and ignores the realities of daily conditions on this street.

3rd Avenue is a busy bus corridor plagued by chronic double-parking that regularly reduces traffic to a single lane. The street is also physically too narrow to safely accommodate large trucks alongside existing traffic, buses, pedestrians, and cyclists.

I urge you to reject this proposal and identify a corridor actually suited for heavy vehicle traffic.

Comment added May 22, 2026 7:11am

- **Dennis Williams**

I am a resident and parent living on State Street. I was shocked to learn about plans to allow a truck route from Atlantic to Schermerhorn. The intersection of State and 3rd (where I live) is incredibly congested with vehicles very often blocking the intersection which causes pedestrians to unsafely weave through cars in order to cross the street. Living on State, I've become accustomed to the honking of frustrated drivers who wait and wait to cross the intersection and are unable to. I was hoping the DOT would look to DECREASE congestion, assign a traffic safety officer, enforce important traffic rules. Instead, the plan to allow large truck only adds to an already complicated situation.

Comment added May 22, 2026 8:04am

- **Anonymous**

I strongly oppose the NYC DOT proposal to designate Third Avenue in Bay Ridge as a truck route.

Third Avenue is not an industrial corridor. It is a mixed residential and commercial street lined with homes, schools, restaurants, outdoor dining, local businesses, bus stops, cyclists, and heavy pedestrian activity. Expanding truck traffic onto this corridor would significantly increase noise, pollution, congestion, and safety risks for the people who actually live and walk here every day.

There is already an existing highway truck route available that is far more appropriate for through truck traffic. Allowing large trucks onto local neighborhood streets simply to avoid highway congestion shifts the burden and danger directly onto residents and families.

This proposal appears fundamentally inconsistent with Vision Zero and the city's stated goals of improving pedestrian safety and reducing conflicts between large vehicles and vulnerable road users. Third Avenue already experiences substantial traffic and complicated street conditions. Introducing additional 53-foot trucks into this environment will only increase the likelihood of crashes and dangerous interactions.

Community Board 10 has already raised many of these same concerns, specifically noting the presence of schools, restaurants, buses, bicycles, and outdoor dining along the corridor.

The city should prioritize keeping heavy truck traffic on appropriate highway infrastructure rather than rerouting it through dense residential neighborhoods for convenience.

I urge NYC DOT to reject the proposed truck route expansion on Third Avenue and instead focus on solutions that protect neighborhood safety and quality of life.

Comment added May 22, 2026 8:34am

- **Joe Ciccone**

Third Avenue in Bay Ridge is much narrower than 4th Avenue, and crammed with retail businesses which receive deliveries all day long. This forces all traffic to cross into the on-coming lane almost every block. Funneling additional truck traffic on this venue will lead to massive traffic backups, which will be dangerous to pedestrians, and harmful to businesses. Please reconsider this decision.

Comment added May 22, 2026 8:43am

- **Jessie Singer**

I am writing as a Bay Ridge resident and a parent of two young children to share my wholehearted opposition to the proposal to make 3rd Avenue in Bay Ridge a truck route. This suggestion is so wildly outlandish and nonsensical that every single person who I mention it to expresses nothing but a shocked, “what? how? have they ever seen 3rd Avenue?”

This is a narrow, crowded residential corridor and shopping street in a NORC neighborhood with a high density of children and schools. I can’t imagine a more dangerous place for a truck route. The over-wide, non-commercial, adjacent 4th Avenue — where residents have been begging for a bike lane for years — seems a much more logical choice. Designate 4th Avenue a truck route, build a curb-protected bike lane and pedestrian islands, and keep 3rd safe from giant trucks.

Comment added May 22, 2026 9:32am

- **Katherine Aguasanta**

All, I am a resident of Bay Ridge. I OPPOSE this new route proposal. 3rd Avenue is not built for tractor trailers to pass thru. It is a very narrow avenue with lots of businesses. And all the businesses get deliveries often. Usually from those big refrigerated trucks and 26’ long trucks double parking, forcing pedestrians, car, and cyclists alike to traverse on to oncoming traffic which is dangerous.

Not only is this dangerous, but VERY LOUD.

In addition, Bay Ridge, already gets huge amounts of noise traffic, and I’m sure pollution, because we are so close to the Belt Parkway & BQE.

Has your office even done an impact study to the neighborhood?

Comment added May 22, 2026 10:12am

- **Daniel Prebutt**

The Third Avenue Corridor in Bay Ridge, from 65th Street to 101th Street, is a narrow thoroughfare which already experiences a high volume of vehicle and bicycle traffic, both due to its small width and the numerous businesses along that route. Accordingly, due to the many businesses, and several schools in close proximity to the corridor, there is a high volume of pedestrian traffic crossing that avenue at most hours of the day. Adding to this, the presence of restaurant sheds, and increased double parking as a result of reduced street parking, The concept of allowing Third Avenue to become a truck route would raise serious logistical, and more importantly, safety issues for all who utilize that thoroughfare. This proposal would not be practical for for these reasons, and it would be interesting to see what sort of research was done to justify it. It just doesn't make sense.

Comment added May 22, 2026 10:15am

- **Paul**

The proposition to make third avenue a truck route will no doubt affect the safety of the Bay Ridge community. Third avenue is already an extremely busy and active corridor with cars, city buses, delivery trucks, scooters and ebikes. There are at least 13 large schools starting at 86th street along the avenues that border 3rd avenue!! It is obvious a large portion of students walk to and from school-and also to get to buses and trains via third avenue. Many pedestrians are elderly and depend on third avenue for many necessities. It is already difficult to navigate third avenue and the addition of a truck route will certainly not make this aspect any safer. Truly shows incompetent leadership at DOT for even considering this proposal.

Comment added May 22, 2026 10:28am

- **Melissa**

I am a Bay Ridge resident and am adamantly opposed to a truck route on 3rd Ave. This is a quiet street of small businesses, restaurants and families, and barely drivable with many cars double parked. It is unfeasible to imagine large trucks actually being able to drive through 3rd Ave. Not to mention the pollution and noise this would bring to our community. Please reconsider this idea or at least check out the current reality of 3rd Ave before signing this law into effect. You would change your mind once you saw the reality of driving down 3rd Ave.

Comment added May 22, 2026 10:35am

- **Susan Randall**

I am a Bay Ridge resident and I strongly oppose the proposed truck route on 3rd Ave in this neighborhood. 3rd Ave is already riddled with double parked cars and it would make this stretch of road impossible to navigate. The amount of pedestrians and small businesses receiving deliveries cannot be ignored. This is also part of NYC bus routes. This proposal is a terrible idea.

Comment added May 22, 2026 10:52am

- **Alexis**

No truck routes in Bay Ridge! There's already a daily bottle neck in the avenues because of all the restaurants, schools, and businesses in the area. This would bring traffic to a complete standstill. I'm against the truck route designation from 3rd Avenue between Atlantic Avenue and 86th Street, and especially below 68th street in Bay Ridge.

Comment added May 22, 2026 10:56am

- **Lynn Babcock**

I am a longtime Bay Ridge resident, and along with CB10, strongly oppose the proposed expansion of citywide truck routes along third avenue! Third avenue is already dangerous in its current state, this would be catastrophic. As a parent of a young child , this is deeply concerning.

Comment added May 22, 2026 11:14am

- **Anonymous**

My family moved from the Bronx, where Asthma rates are off the charts, due to the truck traffic there. Pedestrians, including students and seniors, are outnumbered and overpowered by the aggressive drivers as things stand. There are a number of trucks that block the 3rd Avenue lanes while delivering to our thriving small businesses, don't make changes that will jeopardize our local economy. This is a terrible idea and needs to be stopped.

Comment added May 22, 2026 11:42am

- **Steven**

I join in support of the comment submitted on May 20, 2026, by the 400–500 State Street Block Association regarding the proposed removal of the truck route designation from 3rd Avenue between Atlantic Avenue and Schermerhorn Street.

I have watched this area become an increasingly avoidable traffic bottleneck, particularly in recent years and especially following the Alloy development. Even prior to Alloy, the redesign of Schermerhorn Street created predictable congestion at the tight Lafayette Avenue / 3rd Avenue / Schermerhorn Street intersection. Vehicles frequently sit through multiple light cycles, and the single-lane configuration on Schermerhorn regularly causes backups that can impede emergency vehicles.

At the corner of 3rd Avenue and State Street, trucks frequently block the intersection entirely. Because of the long traffic signal timing at this location, congestion does not quickly resolve itself and instead compounds over multiple signal cycles. The result is recurring gridlock affecting local residents, pedestrians, cyclists, and emergency access.

The Alloy development also narrowed portions of the 500 block of State Street in a manner that predictably creates daily traffic backups and encourages trucks to drive or park on sidewalks, creating unsafe conditions for everyone. In addition, the Schermerhorn redesign has led to recurring obstruction of protected bike lanes by parked school buses for extended periods on a near-daily basis, further illustrating how poorly coordinated street operations can create avoidable safety and circulation problems. And other recent nearby redesigns, including portions of the Flatbush Avenue bus lane configuration, have also contributed to traffic backups and illustrate the need for better coordination between street redesign projects.

I generally support investment and development in Downtown Brooklyn, but infrastructure and traffic planning must keep pace with that growth. The area surrounding Atlantic Terminal should be a model for coordinated transportation planning and safe street operations. Instead, substantial residential growth and multiple street redesigns have occurred without corresponding improvements to traffic circulation and truck management.

Restricting truck traffic along 3rd Avenue and the 500 block of State Street would be a practical and meaningful step toward improving safety, reducing unnecessary congestion, and improving overall traffic flow in this corridor. I urge DOT to take

these cumulative impacts seriously and support measures that improve circulation, reduce intersection blockages, and better manage truck traffic in this area.

Comment added May 22, 2026 11:52am

- **Maddy S**

3rd Ave has the distinct honor of having the most amount of double parked cars in the world, to the point where there are days you cannot drive down the avenue with the amount of cars that are parked. Having trucks drive down the ave will only make the situation worse. The joy of Bay Ridge is that it is a residential community within a bustling city. Trucks that find their way here often create accidents and issues within this community. Signs installed by DOT to address the trucking issue have been repeatedly destroyed by trucks making their way onto the avenue. Why anyone wants to increase the risk of accidents and traffic is confusing to everyone who lives here. To those that promote such change, I urge you to stand on 3rd ave on any day of the week and watch the chaos that already ensues here on the average day. Trucks will make this worse. We can barely support the people who live here and their vehicular needs. If the community board and the community itself vote against this, AND it violates DOT's own ruling that 53-foot tractor-trailers, are prohibited on New York City streets, then the matter shouldn't even be considered.

Comment added May 22, 2026 11:56am

- **H.S**

could use:

I strongly oppose the proposed expansion of the truck route from Sunset Park into Bay Ridge via 3rd Avenue and 86th Street. Bay Ridge already struggles with heavy traffic congestion, double-parked vehicles, busy shopping corridors, and large numbers of pedestrians. Allowing full-sized tractor trailers to travel through these streets will only worsen traffic, create additional safety hazards for residents and shoppers, increase noise and pollution, and diminish the quality of life in our neighborhood. Bay Ridge is a residential community with thriving local businesses and family-friendly streets—not a trucking corridor. This proposal prioritizes through-traffic over the needs and safety of the people who live, work, and shop here, and should be rejected.

Comment added May 22, 2026 12:16pm

- **Anonymous**

As a resident of Bay Ridge and a bike rider, I strongly oppose the addition of the truck route on Third Avenue between 86th Street and Atlantic Avenue. There are many elderly residents that are still independent and rely on 3rd Avenue for their shopping needs. Most have walkers or shopping carts that are an aid for their mobility. Large tractor trailer trucks will be a dangerous addition to this population. As a cyclist, I am also aware of cars and delivery trucks/vans double parking on 3rd. Adding a truck route will be another obstacle to overcome and add to the congestion. Safety of pedestrians, young and old should be a paramount consideration of this plan. The addition of proposed truck route will be the opposite of safety for all.

Comment added May 22, 2026 1:10pm

- **Ann**

This is not a practical idea. 3rd Ave is already congested with foot traffic, cars, buses, delivery drivers on scooters, bikes etc and many double parked vehicles. It's sometimes dangerous to get across on foot. Parents with strollers, small children and elderly people already face a challenge going from one side to the other. Trucks?? Please reconsider. This is unsafe in this very busy community. Thank you.

Comment added May 22, 2026 1:40pm

- **R L**

This is a horrible idea. 3rd ave is already extremely congested, with double parked cars creating havoc and making it nearly impossible for busses to get through. Kids are crossing these intersections to get to school, and the neighborhood has already suffered through too many pedestrian injuries and fatalities. No trucks on third ave! This is a vital neighborhood thoroughway. The noise and pollution it would create will hurt local businesses, and thats reason enough to stop it. This isnt safe for our kids!

Comment added May 22, 2026 1:48pm

- **Russ MacKechnie**

I am not being hyperbolic when I say that this proposal is utterly absurd. Clearly, DOT has not taken the opportunity to drive from 86th Street in Bay Ridge through Sunset Park and Park Slope and farther north and actually observed both the traffic and, more importantly, the rampant double-parking that exists all along this route. To add an endless stream of additional trucks to the mix will paralyze movement along this route. Add to the traffic difficulties, the numerous school crossings and local businesses that involve heavy pedestrian use during the day, and you are inviting tragic and completely unnecessary pedestrian casualties to the mix. This proposal is, frankly, moronic. Do not allow this proposal to go through.

Comment added May 22, 2026 1:49pm

- **Brad Hennessy**

Another crazy proposition by the city who doesn't live in this neighborhood. What is going on. Why are we taking the brunt of all the traffic and lack of rules and regulations. We are the most un upgraded neighborhood in the city and we already have a huge double parked cars issue and illegal moped and bike riding all over the sidewalks and through crosswalks and it is a huge pedestrian area of many people walking. As someone else commented many elderly people live in the area and trucks also seem to drive with no care for the rules since I drive in Manhattan everyday. Parking rules and stop signs and stop lights seem optional anymore. I think this is a great idea if you want to have way more accidents and get some people to the hospitals.

Comment added May 22, 2026 1:54pm

- **Anonymous**

Please remove the proposed truck routes from 3rd avenue's 86th St to Atlantic Ave. It is already an absolute nightmare to go down 3rd avenue as a pedestrian, driver, and bicyclist, and adding trucks and trailers would make it IMPOSSIBLE. The amount of traffic would be hellish, and it would be so dangerous for everyone in those neighborhoods! ADDITIONALLY: there is a bus route that goes down 3rd Ave (B37) and it's already such a slow bus route. The proposed rule would make it even slower, which is antithetical to where we all want this city to go: forward.

Comment added May 22, 2026 2:06pm

- **Anonymous**

I have lived in Bay Ridge, a quiet area of Brooklyn for about 25 years. I highly oppose the truck route that is being proposed on 3rd Ave from downtown Brooklyn to 86th Street in Bay Ridge. 3rd Avenue is already crowded with traffic, double parked cars and buses. It's difficult for pedestrians to navigate through the neighborhood without being assaulted by motorized scooters on the sidewalk, bikes outside of bike lanes and cars screeching past red lights. Now you want to throw in a truck route?

Please reconsider this ridiculous plan. This city can do better. Thank you.

Comment added May 22, 2026 2:24pm

- **Jesse M.**

This is a great idea if the goal is to make the buses run even slower and create more congestion on 3rd Avenue. No thanks to this preposterous proposal.

Comment added May 22, 2026 3:56pm

- **Wendy T.**

I live off of 3rd Avenue in Bay Ridge. 3rd Avenue is a residential street with local eateries and shops. There are lots of families with children and dogs that walk down 3rd Avenue. It is already crowded with double parked cars at times, which already makes it difficult and dangerous to maneuver with a baby and dogs. We do not need more trucks barreling down on 3rd Avenue. It will be a nuisance and a hazard. Please do not make 3rd Avenue a truck route.

Comment added May 22, 2026 4:09pm

- **Mike M.**

You can't be serious! 3rd Ave, between 65th Street and the Verrazano Bridge, as it is now, is unnavigable by car much of the day. Pedestrians and cyclists are challenged to proceed safely at every intersection. This proposal will make traveling in Bay Ridge even more of a nightmare. Please do not implement this!

Comment added May 22, 2026 4:27pm

- **Concerned resident**

To propose adding trucks to a heavily trafficked avenue that is already a bus route is poor planning. There will be more than typical delays, increased vehicular accidents, more pedestrian dangers, and a general loss of commerce to existing businesses as customers avoid the area. Just yesterday a nationally branded beverage delivery truck pulled up behind my suv while at a light. The cab on the truck was so high that the headlights were visible near the TOP of my rear window. In other words, a huge cab. How is the driver supposed to navigate between cars, pedestrians, baby strollers, and walked dogs. Third Avenue is not a good fit for this endeavor.

Comment added May 22, 2026 4:51pm

- **Brian Lehman**

I agree with those people who are writing to say this is extremely dangerous. The corner of 3rd ave and 86th is a main pedestrian crossway that many children use to come home from several schools one block away as they walk to the subway and bus stops on 4th including PS 185 and Fort Hamilton high school and local private schools. This increases the chance of deaths or injury on a very crowded street. In addition, 3rd Avenue is a shopping district that is already difficult to drive on as it is crowded. This is not a good idea, and I ask that it be rejected.

Comment added May 22, 2026 7:24pm

- **Virginia Anne Michaels**

This is a terrifying plan. Third Avenue is a bus route and utilized by the community. We have Seniors, school children, families and lots of small businesses. We have restaurants and some have outside tables. We do not need the noise. Did anyone stop to think that the buildings on the Avenue are mixed use ..ground floor commercial with residential units above. We do not need this as a truck route.

Comment added May 22, 2026 7:57pm

- **Anonymous**

I am a Bay Ridge resident and strongly oppose the use of 3rd Ave as a truck route. It is baffling how this idea even came to be as 3rd Ave is NOT an arterial road. 3rd Avenue has shops, restaurants, and is already overly trafficked from double parked vehicles and loading vehicles. If anything, DOT should invest in improving 3rd Ave by adding bike lanes and plazas. Please reconsider this proposition.

Comment added May 22, 2026 9:20pm

- **Millie Lopez**

I oppose including 3rd Avenue in bay ridge as a designated truck route. 3rd avenue in bay ridge is already an extremely congested thoroughfare with one lane in each direction. Many pedestrians including elderly and young children use 3rd avenue to shop in the many stores and to get to the numerous schools in the area. It is a terrible idea. The buildings in the area on 3rd avenue are 90 to 100 years old, and most are small mixed use buildings 2-3 stories high with 2-8 families and a commercial storefront. If 3rd avenue is approved as a truck route, the constant vibrations and weight from heavy tractor trailer trucks could undermine and damage the foundations and of those buildings.

Comment added May 22, 2026 10:34pm

- **Nick**

Are you insane? You want to add more traffic to third avenue by allowing trucks to use it? C'mon... Use your damn brain cells already.

Nothing ruins the community more than hearing big trucks come rolling down the street.

Comment added May 23, 2026 12:51am

- **Jeffrey Rallo**

3rd Ave from 86th St to 68th St is already constantly blocked by double and triple parking with zero parking enforcement. Adding tractor-trailers to this will cause complete gridlock. Maybe if traffic rules were enforced, this would be a different situation, but alas.

Comment added May 23, 2026 5:41am

- **Anonymous**

The streets are bad enough to cross. How will the fire department respond quickly to fires? There is a new school in the path and Guild for Exceptional Children. The B37 has enough problems going down 3rd Avenue with food deliveries at Key Food and now they have people eating at outside tables. No one cares about the people of Bay Ridge.

Stop this!!!!

Comment added May 23, 2026 7:49am

- **Anonymous**

As a Bay Ridge parent I vehemently oppose this!

Comment added May 23, 2026 9:54am

- **Mark Humble**

Living in Bay Ridge near 3rd Avenue for nearly 20 years, my initial response to reading the proposal was “is this someone’s idea of a joke?” 3rd Avenue is already one of the most chronically clogged, double parked streets in the neighborhood, and even if it was clear, it’s a local neighborhood street, not a tractor trailer route. I strongly oppose the proposal for this truck route on 3rd Avenue.

Comment added May 23, 2026 10:10am

- **Anonymous**

I am compelled to comment in very strong opposition to this proposal of turning 3rd avenue into a truck route. I live on 89th street just below the avenue and can affirm that the avenue is already a challenge to traverse on an average day. It is a narrow avenue with double parked vehicles on both sides regularly impeding the flow of traffic. This is exacerbated by trucks making deliveries to the multitude of shops along the avenue. My kids and I call it a slalom as we drive through, as we have to weave back and forth across the center of the road. Adding trucks to the mayhem would pause a significant safety issue to pedestrians and drivers alike. It would also simply be an impractical and inefficient route for trucks given the existing challenges! I urge you to reconsider this proposal.

Comment added May 23, 2026 10:26am

- **Nicole Evans**

This is actually insane!! I'm assuming they want to do this because of the construction on the BQE. This will also mean that Ridge Blvd will be chock full of cars. We don't need more cars on ridge, especially around the schools.

Comment added May 23, 2026 11:33am

- **Anonymous**

I am opposed to adding 3rd Avenue in Bay Ridge as a truck route. Presently, it is a very busy avenue with heavy traffic, double parked cars, roadside dining, bicycles, delivery bikes, and large trucks delivering to local supermarkets. There are lots of adults, children & older adults, shopping & walking about. It is a difficult Avenue to traverse at all times. I can't imagine a large truck choosing this route. It's way too crowded. Please reconsider this choice.

Comment added May 23, 2026 3:05pm

- **Alison**

The proposal to add the section of 3rd Avenue in Bay Ridge is dangerously inattentive to the consequences. Given how narrow 3rd is, it's residential character, and existing traffic conditions, designating it as a truck route would be a reckless and ill-conceived decision that creates foreseeable safety risks for residents, cyclists, pedestrians, and motorists. Approving, this would be negligent, considering all the safety concerns.

Comment added May 23, 2026 4:17pm

- **Nina Grigoriev**

I am a Bay Ridge resident and strongly oppose the proposed new truck route along 3rd Avenue. In Bay Ridge, 3rd Avenue (along with 5th avenue) is the heart of the neighborhood. Its a popular street where families like mine go out for dinner, do our shopping, or drop off our children at day care. Its the street that's used for parades and open streets in the summer. The street where our coucilmember and Congresswoman have their offices. The street where couples go on dates. Kids- like my 13 year old daughter, cross 3rd Avenue when walking to school and hang out there after school at Starbucks or one of several bubble tea places. Notable too is that there is only one lane in each direction on 3rd, and car owners frequently double park when running errands, leaving little room to maneuver and slowing down traffic. The addition of trucks to this very lively environment will almost certainly reduce pedestrian safety and business, as well as air quality. For all these reasons, I urge you to rethink the truck route through Bay Ridge.

Comment added May 23, 2026 6:06pm

- **Caroline Norris**

This would be a terrible idea. It would negatively impact the quality of life for this area, as well as the safety of pedestrians and community members. It would also have a significantly negative impact on businesses on 3rd avenue as well.

Comment added May 23, 2026 6:29pm

- **Lynette**

I am writing to express my strong opposition regarding the new proposed truck router on 3rd Ave in BayRidge. You must keep trucks and the truck route off of 3rd Ave in BayRidge. There are too many people, cars, bikes, scooters, e-bikes, dogs, children. When the bus is present the entire ave comes to a stop. There are many restaurants / valet parking and double parking all over. It's a narrow avenue as it is. When a truck has to turn there are cars on corners and I have witnessed trucks crashing into the cars. Is this fair to us? I say NO!! Take it elsewhere. Plus the truck drivers are not going to want to sit in the traffic that builds up. Be smarter! You can figure something else out.

Comment added May 23, 2026 9:04pm

- **Lindsay**

3rd Ave is a main artery of my community; residents depend on it to enjoy some quality of life in this inhospitable city.

Today, the avenue is filled with pedestrians 24/7; it's where supermarkets and restaurants are clustered and it's the route my children primarily use to navigate our neighborhood.

This avenue is already difficult to navigate by vehicle because of congestion and rampant double parking. Ask any bus driver on the B37 line if they think adding a truck route to the avenue is a good idea.

Additionally, I am seriously concerned about environmental impact and public health. Bay Ridge is flanked on both sides by two highways spewing particulate matter. Why introduce a third source of pollution directly down the center of the neighborhood? We are a community of families, including the very young, the very old, the disabled, and we deserve clean air to breathe.

Let's come up with a better solution.

Comment added May 23, 2026 9:40pm

- **JA**

I strongly oppose allowing changes to the citywide truck route on third avenue in bay ridge. Area being proposed is already terribly congested with the normal day to day traffic and local deliveries. third avenue in this area also has a tremendous amount of pedestrian traffic and would threaten the welfare of the local residents.

Comment added May 23, 2026 10:41pm

- **Anonymous**

It is absolutely crazy to propose a truck route on 3rd Ave from 60th-86th street. This portion of the road is narrow with small businesses. Local traffic already has a hard time getting through. The amount of idling this will create will be unhealthy. There are many schools and children. This clearly hasn't been researched. I'm absolutely opposed. (4th avenue would at least make more sense)

Comment added May 24, 2026 6:39am

- **Jennifer**

I strongly oppose a truck route along third avenue. It is an ignorant proposal and would create more problems than it aims to solve. Please dismiss this proposal.

Comment added May 24, 2026 9:52am

- **Anonymous**

I strongly oppose having a truck route run through Third Avenue in Bay Ridge Brooklyn. It would tie up traffic on an important commercial strip.

Comment added May 24, 2026 10:42am

- **Madeleine Humphreys**

This is in regard to the proposed route along Third Avenue and Bay Ridge Brooklyn from 86 Street down to Atlantic Avenue: I strongly oppose the proposal to make Third Avenue, from 86th Street down to Atlantic Avenue through Bay Ridge, a truck route. This avenue is already heavily congested on a daily basis with double parking, delivery trucks unloading, buses, and constant traffic. Residents can barely get through it now.

Third Avenue is not an industrial highway — it is a residential and commercial corridor filled with families, schools, small businesses, pedestrians, and children crossing the streets every day. Adding even more truck traffic would create serious safety concerns, increase noise and pollution, and make an already difficult traffic situation even worse.

Many people live directly along this avenue, and local businesses depend on customers being able to safely access the area. Increasing truck traffic through the heart of Bay Ridge would negatively impact the quality of life for the entire community.

It is hard to understand how anyone could think this is a good idea without considering the people who actually live and work here every day.

Comment added May 24, 2026 11:26am

- **RM**

Hi, I'm writing to adamantly oppose this proposed truck route. 3rd Ave is unsafe already, plus too narrow to sustain this level of traffic. This would be a dangerous idea for the neighborhood. Thank you.

Comment added May 24, 2026 2:04pm

- **Yasemin Kron**

As a senior citizen living in a community that is gaining more seniors by the day, I would like to live in a safer, quieter community. A truck route would chase away many older residents and make it less likely for younger residents with small children want to reside here. If we could just realize that commerce doesn't take the place of quality of life, we wouldn't be having this issue now. Keep the truck routes off 3rd Avenue in Bay Ridge. The dangers aren't just more accidents, gridlock and increased pollution. It is making a livable community not as important as making businesses more profitable.

Comment added May 24, 2026 3:47pm

- **Anonymous**

Adding more traffic to an already high traffic area especially where there is a hospital is not very safe.

Comment added May 24, 2026 6:18pm

- **Bob M**

In connection with the proposed 3rd Avenue truck route from 86th Street in Bay Ridge to Atlantic Avenue, I very strongly oppose it for the section of 3rd Avenue that runs from 86th Street to 65th Street. That section of 3rd Avenue is crowded two lane road that includes small commercial establishments (eg., restaurants, food convenience stores, etc.), pre-K, primary or secondary schools either on 3rd Avenue or within a block of it, and smaller residential housing of various kinds on 3rd Avenue and the intersecting streets. This section of 3rd Avenue is very busy with pedestrian traffic of all ages (both from the neighborhood and outside the neighborhood all hours of the day, evening and weekends), and car, bike and delivery truck activity, all of which support the 3rd Avenue establishments and the neighborhood in general. This activity includes children crossing 3rd Avenue to get to and from neighborhood schools. In light of the above, this portion of Third Avenue is not suited to your proposal (which would include trucks that are not doing business on this section of 3rd Avenue) as it would increase the danger from such traffic to pedestrians and vehicular traffic, increase the traffic and congestion that already exists, and make it less attractive place for people to frequent the 3rd Avenue businesses.

Comment added May 25, 2026 9:44am

- **Kathleen Werner**

I am very upset about the proposed concept of designating Third Avenue in Bay Ridge as a travel route for large trucks and tractor trailers . This idea will endanger the people who live in Bay Ridge which has a large population of senior citizens and families with small children who already struggle to navigate streets that are busy with cars, buses and a serious overload of e-bikes and motor scooters. Making third avenue (which is a two way street with only one lane in each direction) a truck route, will decrease parking which is already at a premium, increase pollution and destroy the many restaurants and other small businesses that currently line the avenue. It will destroy the very character of the neighborhood and diminish the quality of life for all of the residents. I implore you to stop this proposal and save Bay Ridge

Comment added May 25, 2026 11:55am

- **Aron Portnoy**

I strongly oppose the inclusion of any portion of Third Avenue between 60th Street & Shore Road in a Citywide Truck Route, as this section of Third Avenue is a neighborhood residential & commercial street which is inappropriate for a Citywide Truck Route.

If a truck route connection between the northern portion of Third Avenue (under the Gowanus Expressway) to the 86th Street corridor is needed, a routing via Fourth Avenue between 65th Street and 86th Street would be more appropriate, but not ideal.

Prioritized routing of major east-west truck traffic in this area of Brooklyn via 65th Street instead of 86th Street would be even more appropriate.

Comment added May 25, 2026 6:44pm

- **Nick**

Metropolitan Avenue in Brooklyn should not be a truck route that is used by tractor trailers. It is a pedestrian street with schools and retail. Tractor trailers should use Meeker Ave and Vandervoort Ave, staying within the industrial area rather than using a residential street.

Comment added May 25, 2026 7:27pm

- **Karen Ee**

As a long time resident of Bay Ridge, I strongly oppose the route 86th to through Wakeman Pl along 3rd Ave. 3rd avenue is our local main street where all of our commercial businesses are. As it is, I avoid 3rd when driving unless necessary since its already has plenty of double parked and delivery trucks making it one lane most of the time to drive around them. Please do not do this to us

Comment added May 25, 2026 9:29pm

- **Anonymous**

As a resident of Bay Ridge, I also object the idea of allowing a truck route on 3rd Avenue, which is a thriving hub for shopping, dining, and education. Trucks would create traffic situations that would become unsafe and destroy the character of the neighborhood. Please consider another plan.

Comment added May 26, 2026 7:00am

- **Anonymous**

I am a member of the 400-500 State Block association and I join in the comment submitted on May 20, 2026, by the 400-500 State Street Block Association regarding the removal of the truck route designation from 3rd Avenue between Atlantic Avenue and Schermerhorn Street.

Comment added May 26, 2026 8:51am

- **Dan Muccigrosso**

I agree completely with the person who said: "I write to strongly oppose the addition of Third Avenue between 86th Street and Atlantic Avenue to the citywide truck route map. Currently, Third Avenue in the Bay Ridge stretch is filled with doubled parked cars and trucks making deliveries who take up a lane. It is very dangerous for pedestrians and cars who are forced to constantly weave onto the wrong side of the road to make their way around car and truck obstacles. Without exaggeration, there are doubled parked cars and trucks on virtually every block of Third Avenue in the Bay Ridge section. It would worsen an already very dangerous situation along Third Avenue to add trucks to this route who are not making deliveries".

Comment added May 26, 2026 11:56am

- **Teresa Miccio**

As a double-stroller wheeling person with common sense, I strongly oppose a truck route along Third Avenue in Brooklyn. This proposal seems schizophrenic in light of Vision Zero Goals. Commissioner Flynn, can you make it make sense?

Comment added May 26, 2026 12:47pm

- **Audrey S**

I am a Bay Ridge resident and strong oppose designating any section of 3rd Avenue in my community a truck route. Safety and livability will be deeply compromised by such a designation, and would lower the already low reliability of the B37 bus even more. Pedestrian safety is already poor due the narrowness of the avenue, traffic congestion, out of control double parking. With trucks adding to that, it would be gridlock. The fact that the area has many schools, businesses, restaurants, and homes goes against everything that the Vision Zero program claims to be about. Large trucks also contribute to noise and air pollution which has no place in a residential area. Do not designate 3rd Avenue in Bay Ridge a truck route. This is a monumentally bad idea that would be devastating to the community.

Comment added May 26, 2026 1:32pm

- **Iain Jeffery**

Bay Ridge is a quiet, pleasant area with a lot of young pedestrians at all hours on third avenue, we do NOT want a truck route on 3rd ave. NO TRUCK ROUTE SOUTH OF 65th on 3rd Ave. It would be severely detrimental to the community. As if there isn't enough urban blight on that avenue from the elevated highway.

Comment added May 26, 2026 1:33pm

- **Andy Seestedt**

Third Ave in Bay Ridge is a busy and crowded commercial corridor and no place for heavy trucks. Why not instead route the trucks instead over the much wider 4th Ave one block east

Comment added May 26, 2026 1:35pm

- **Lauren Hlavenka**

Opposed to Designation of 3rd Avenue (Bay Ridge) as a Freight Truck Route

I am writing in strong opposition to the proposed designation of 3rd Avenue in Bay Ridge, Brooklyn as a freight truck route. This proposal would cause serious and lasting harm to one of Brooklyn's most densely populated residential communities, and it reflects a fundamental misunderstanding of the conditions that exist on this corridor today.

3rd Avenue is not built for freight — it is built for people.

3rd Avenue in Bay Ridge is a narrow, two-lane commercial corridor embedded within a tight residential grid. Unlike industrial truck routes designed with wide lanes, reinforced pavement, and minimal pedestrian conflict, 3rd Avenue is lined with apartment buildings, schools, houses of worship, and small businesses with high foot traffic. Sidewalks are narrow. Crossings are frequent. Children walk to school along this street every day. Introducing large freight vehicles into this environment would create a genuine and ongoing public safety crisis.

The street is already at a breaking point.

Anyone who uses 3rd Avenue regularly knows that traffic and congestion are already severe. Double-parking by delivery vehicles and customers accessing the small businesses on this corridor creates a near-constant bottleneck that reduces effective lane capacity to a single lane. Emergency vehicles are routinely impeded. Adding heavy freight trucks to this existing gridlock would not merely worsen the situation; it would make the street functionally unusable, increasing response times for fire, police, and EMS in a densely populated area.

The infrastructure cannot support it.

3rd Avenue's pavement, drainage infrastructure, and underground utilities were not designed to bear the repeated stress loads of heavy freight vehicles. Designating this street as a truck route would accelerate pavement degradation, lead to costly and disruptive repair cycles, and potentially damage aging subsurface infrastructure — costs that would ultimately fall to the city and its taxpayers.

The community would bear the health consequences.

Freight trucks generate significantly higher levels of diesel particulate matter, nitrogen oxides, and fine particulate pollution than passenger vehicles. Bay Ridge already sits within a broader area of Brooklyn with elevated asthma rates, particularly among children and the elderly. Routing heavy freight through a residential corridor where people live directly above street level — in low-rise

apartment buildings with windows facing the street — would expose thousands of residents to disproportionate pollution burdens on a daily basis. Noise pollution from engine brake use, idling, and the mechanical stress of large vehicles navigating tight turns would further degrade quality of life for everyone within earshot.

There are better alternatives.

The freight routing goals that prompted this proposal can and should be achieved without burdening a residential commercial street. 4th Avenue — a wider, less residentially dense corridor with existing heavy-use infrastructure — is a far more appropriate alternative. Similarly, the Belt Parkway service roads and other designated truck routes in the area were planned for exactly this purpose. The city should prioritize routing freight to those corridors rather than displacing the problem onto a street that has neither the geometry, the pavement, nor the residential context to absorb it.

The designation of 3rd Avenue as a freight truck route would make Bay Ridge less safe, less healthy, and less livable for thousands of Brooklyn residents. I urge the city to reject this proposal and pursue alternatives that do not place the burden of regional freight movement on the shoulders of a residential neighborhood that already gives plenty to this city.

Comment added May 26, 2026 1:37pm

- **Anonymous**

Third Avenue is an extremely congested roadway given existing truck delivery schedules. Adding it as an official truck route would be dangerous for emergency vehicles, pedestrians and local traffic trying to maneuver the neighborhood.

Comment added May 26, 2026 1:53pm

- **Chen Chen**

I oppose extending the Brooklyn truck route on 3rd Avenue from 65th to 86th. It's a busy 2 lane street with people double parked in front of storefronts. There's already problems with busses getting through certain blocks. 4th Avenue has 4 lanes and no shops that attracts double parkers. It's much more sensible to run the trucks one avenue over. On top of that the curve on third naturally leads you left to 4th Avenue whereas if they wanted to continue down third you have to go through a choke point on the other side of the BQE on ramp. That section has 3 lanes merging into 1 lane. Then when you get to the other side, the narrowness of the lane causes even moderate sized SUVs to have to drive with one tire over the small divider bump. It would be impossible for a truck to fit in one lane. This entire area is unsuitable for trucks.

Comment added May 26, 2026 2:14pm

- **Ethan Jeffery**

Putting a truck route on 3rd ave south of 65th street is a terrible idea. The street is single-lane, lots of double parking, impossible to get passenger cars down the street let alone make it a truck corridor. 4th ave is two lanes each direction and obviously the superior choice for a truck route. In addition, the whole Bay Ridge area is still recovering from COVID and turning the prime commerce streets like 3rd ave into a truck route would negatively impact local commerce and the entire community. The person that proposed this needs to come to Bay Ridge and actually see the area for themselves.

Comment added May 26, 2026 2:26pm

- **Anonymous**

I strongly oppose the proposal to make Third Avenue a truck route. Third Avenue is currently extremely congested with with double parking, delivery vehicles, buses, pedestrians, and frequent traffic. It would create a safety issue for all pedestrians in particular the many school children that cross third avenue and the elderly. Adding additional truck traffic to an already overburdened avenue would worsen gridlock, increase delays for local residents and emergency vehicles, and create even more dangerous conditions for pedestrians.

Comment added May 26, 2026 2:26pm

- **Connie**

Hi, as a long time resident of Bay Ridge we understand changes are necessary.

However a truck route on busy one lane per direction for traffic is Not the answer. If a truck route must be added in Bay ridge 4th avenue is a better solution. There are way less groceries, restaurants along that route, plus it's a 2 lane per direction for traffic making it 4 lanes in total. Much more suitable for truck routes.

Sincerely,
Connie

Comment added May 26, 2026 2:52pm

- **Tony Loperena**

We have multiple schools on Third Ave or just off Third Ave. we do not want our children breathing more polluted air. We should be putting our efforts in eliminating toxins in our air not increasing it.

Comment added May 26, 2026 3:12pm

- **Kevin F Hayes**

I write in opposition to the proposal to make Third avenue a truck route from 86 St to Atlantic Ave. The area in Bay Ridge is one lane in each direction and is a local shopping and commercial strip for the community. Large trucks would endanger pedestrians and school children who need to cross the thoroughfare daily. It would increase congestion and pollution, impede emergency response vehicles, with no benefit to the community.

Comment added May 26, 2026 3:28pm

- **Gina Loperena**

I strongly oppose the rerouting of trucks down 3rd Ave between 86 th and 65 th Street.

Regarding the rerouting of trucks on 3rd Ave in Brooklyn-

Third Ave is already narrow and always crowded with double parked trucks making deliveries. It is impossible to drive down 3rd already. There is a grade school located on 3rd Ave and 67th Street as well as two other grade schools located on 71st and 86th streets and Ridge Blvd., both schools have heavily trafficked crossings on 3rd avenue. There are also a large number of preschools that are located on the stretch of 3rd Ave from 80's to 70's. I fear it would increase the dangers for these children and parents trying to cross between trucks, double parked trucks and double parked cars(already a problem.)

Comment added May 26, 2026 3:30pm

- **Anonymous**

Extending the truck route from 65th street to 86th street along 3rd avenue does not make any sense. 3rd avenue is a commercial and residential center to the community that already suffers from too much car traffic, not to mention double parking. Adding it us a truck route would create chaos, congestion and harm the neighborhood infrastructure of bay ridge

Comment added May 26, 2026 6:11pm

- **Mustapha Ou**

This is a bad idea as a resident of half block from 3rd Avenue in Bay Ridge, Brooklyn is a quiet, pedestrian shopping avenue. I'm very concerned with the safety of pedestrians and school children with increased truck traffic on this 2-lane avenue.I am also concerned about the environmental harm from added pollution from truck exhaust that everyone working and/or shopping on 3rd Avenue AND everyone living on or near 3rd Avenue will face.

Comment added May 26, 2026 9:19pm

- **Moha oulahje**

This is a bad idea to turn 3 ave to truck route as a resident of bayridge Brooklyn i am not satisfied with that i have kids that goes to school on 3 ave and senator st

Comment added May 26, 2026 9:44pm

- **Anonymous**

I write in strong support of the comment submitted on May 20, 2026, by the 400–500 State Street Block Association, and urge the NYC Department of Transportation to act swiftly to remove the truck route designation from 3rd Avenue between Atlantic Avenue and Schermerhorn Street.

My family — including two school-aged children and our dog — lives on State Street between Third Avenue and Nevins Street. Every single day, we navigate a gauntlet of bumper-to-bumper commercial truck traffic that regularly blocks the intersection at Third Avenue and State Street. This is not a minor inconvenience. It is a daily safety crisis.

Our children should not have to fear crossing the street to get to school.

Each morning, young children walking down Third Avenue and turning onto State Street are forced to cross directly through active truck traffic to reach PS K456.

These are elementary school students — kids who should be walking to school carefree, not threading between idling eighteen-wheelers. One moment of inattention — by a driver, or by a child — could be catastrophic.

The impact on our home is constant and impossible to ignore. The trucks are so massive and so heavy that they cause our lights to swing and our shelves to rattle as they rumble past. We feel the vibrations in our floors, our furniture, and our walls. This is not quality of life — it is something no family should have to endure in a residential neighborhood.

This stretch of 3rd Avenue runs through the heart of a dense residential community. It is a street where children walk to school, where families walk their dogs, and where neighbors deserve to feel safe on the sidewalk. It is not an appropriate corridor for heavy commercial truck traffic.

We respectfully but urgently call on the Department of Transportation to reroute truck traffic away from 3rd Avenue between Atlantic Avenue and Schermerhorn Street — so our children can cross the street without fear, and so our families can live without the daily intrusion of industrial truck traffic shaking the walls of our homes.

Thank you for your attention to this critical matter.

Comment added May 26, 2026 10:33pm

- **Sheethal Shobowale**

I live on state st between nevins and third Ave and agree with the comment submitted on May 20, 2026, by the 400-500 State Street Block Association regarding the removal of the truck route designation from 3rd Avenue between Atlantic Avenue and Schermerhorn Street. There are already dangerous intersections for pedestrians, at Flatbush and Lafayette and Schermerhorn plus all the construction in the area.

Comment added May 26, 2026 10:45pm

- **"Anonymous"**

I really Think this is a bad idea for our community and neighbors . Our kids will not be as safe as they are now . I respect the trucks that HAVE to be on 3er av for work purposes but to make a truck route is totally not good .

Comment added May 26, 2026 11:30pm

- **Anonymous**

As a resident of Bay Ridge, I am extremely concerned by and opposed to the proposal to expand truck routes to 3rd Ave and 86th St even if not making local deliveries. This would worsen the flow of traffic on a street where there is already a lot of double parking, creating dangerous conditions for pedestrians and cyclists. It would also worsen the air quality in the neighborhood. I have severe asthma and chose to buy a home in Bay Ridge because of the lack of truck routes in the area. Please do not move forward with this plan.

Comment added May 27, 2026 12:43am

- **Hank D'Amato**

I don't know who is primarily responsible for designing or redesigning traffic flows in NY City, but I strongly suspect it is not a lifelong New Yorker. I say that because lately traffic redesign doesn't seem to be relevant to how people get around the city. That applies to the suggested truck route redesign for 3rd Avenue in Brooklyn, specifically the area from 65th Street south to 86th Street.

That particular stretch of 3rd Avenue runs right through the heart of Bay Ridge. It's a thoroughfare that's home to schools, hundreds of retail outlets and a heavily used pedestrian route. To suggest it be designated a truck route borders on insanity.

Some years ago, Robert Moses, "the Master Builder" saw another section of 3rd avenue as vital for his vision of creating a bridge between Brooklyn and Staten Island. His idea turned out to be successful, but it came at a cost. By constructing the Gowanus Expressway he cut 3rd avenue in half and changed the entire complexion of the area.

We all understand that trucks and the goods they transport are vital parts of our lives, but we must be prudent about how they travel through the city. Given the educational, retail and pedestrian uses of this section of third avenue routing more trucks through that section is a grave mistake. A previous administration coined the phrase "Vision Zero" as an aspirational look forward that will eliminate traffic fatalities. Forcing trucks to use 3rd Avenue is an example of "Zero Vision". Given the current use of 3rd Avenue, adding more trucks to that route is simply asking for trouble. Trouble that may very well translate into lives lost.

I will not suggest an alternative to 3rd avenue as none are without risk. But of all of the options available, designating 3rd avenue as a preferred truck route is, in my opinion, the least desirable.

Comment added May 27, 2026 1:37pm

- **Victor**

I strongly oppose the NYC DOT proposal to designate Third Avenue in Bay Ridge, from 65th Street to 86th Street, and 86th Street from Third Avenue to Fort Hamilton Parkway, as official truck routes.

Bay Ridge and Fort Hamilton are overwhelmingly residential communities with dense mixed-use corridors, schools, daycare centers, houses of worship, apartment buildings, restaurants, outdoor dining, local retail businesses, bus routes, cyclists, and heavy pedestrian activity throughout the day and evening. Third Avenue is already congested and difficult to navigate safely under existing conditions. Formalizing this corridor as a truck route would significantly worsen quality-of-life and safety conditions for residents.

This proposal would increase truck congestion, noise pollution, diesel emissions, vibration near residential buildings, traffic conflicts with pedestrians and cyclists, and safety risks for children, seniors, and families.

Third Avenue is not an industrial corridor. It is a neighborhood commercial avenue embedded within a residential community. The proposal appears disconnected from the actual day-to-day conditions on the ground in Bay Ridge and Fort Hamilton.

The corridor already experiences double parking, bus congestion, active outdoor dining, narrow traffic flow conditions, and substantial pedestrian crossings. Adding additional legal truck traffic, including large commercial trucks, would create dangerous conditions and negatively impact the character and livability of the neighborhood.

Community Board 10 has already voiced strong opposition to this proposal and cited concerns related to safety, congestion, noise, and pollution. The community's concerns should not be ignored.

NYC DOT should instead prioritize keeping heavy truck traffic on highways and existing industrial corridors, protecting residential neighborhoods from additional freight traffic, and conducting a far more thorough community impact and safety analysis before advancing any proposal of this magnitude.

I urge NYC DOT to reject the proposed truck route designation for Third Avenue and 86th Street in Bay Ridge and Fort Hamilton.

Comment added May 27, 2026 2:13pm

- **D K Carstarphen**

Good afternoon – I am a long time resident of the 500 block of State Street, and I fully support the comment submitted on May 20, 2026, by the 400-500 State Street Block Association regarding the removal of the truck route designation from 3rd Avenue between Atlantic Avenue and Schermerhorn Street. It makes no sense for trucks to cross over a very short, very dense, residential block that is consistently and never-endingly clogged with cars, bikes, and buses. This would take some pressure off of the design mistake that is the intersection of 3rd Avenue, Schermerhorn Street, and Flatbush Avenue and help mitigate ongoing traffic concerns along Flatbush – a newly designated high priority bus route.

Comment added May 27, 2026 2:57pm

- **Judith Tenzer**

I am writing to express my extreme disapproval of the plan for the addition of Third Avenue between 86th Street and Atlantic Avenue to the citywide truck route map. Third Avenue in Bay Ridge is a two-lane two-way street. It is routinely jammed with trucks making deliveries and double-parked cars. This creates a hazardous traffic situation as visibility is compromised and there is no room to pass. Pedestrians are negatively impacted as visibility at corners is often blocked by trucks and cars. They cannot see the traffic situation. Cars and trucks, especially those turning, cannot see them. Children walking to and from the several schools in the area are at risk. Not every corner has a crossing guard, nor do all vehicles (including the many motorized scooters and electric bicycles) obey the traffic regulations. There is the issue of air quality. An increase in truck traffic will surely increase pollution in the area. We have residential housing on every block of Third Avenue and the cross streets. Many children live here. Is this fair to them? Is it fair to the workers in the stores? Third Avenue in Bay Ridge is a mostly commercial street in a residential neighborhood. It is not, nor should it be a thoroughfare. Trucks should be restricted to local deliveries. To add more truck traffic would impede local traffic to the point that many will choose to shop elsewhere due to unpleasant conditions and an inability to park and shop. Our residents and local businesses will suffer. This does not make sense on any level. Thank you for your time and consideration.

Comment added May 28, 2026 11:04am

- **Anonymous**

Third ave in Bay Ridge is already congested with double-parked cars. Kids need to cross the streets to go to Ridge Blvd and other schools. Most drivers don't even stop for red lights and pedestrians. I strongly disagree to add a truck route here.

Comment added May 28, 2026 6:20pm

- **Mary Gomez**

Hello I think this is terrible idea due to the congestion of the neighborhood and the risk for the safety of our children and seniors.

Comment added May 28, 2026 7:37pm

- **Louis Gomez**

I am concerned for the community and the people who live in Bay ridge. Big trucks do not belong in a residential neighborhood. There are so many double parked cars.

Comment added May 28, 2026 7:39pm

- **Karen Doyle**

I strongly oppose the idea of making Third Avenue an official truck route. Bay Ridge is congested already on Third Avenue with trucks making local deliveries, outdoor dining sheds, the bus route in both directions, double-parked cars, electric scooters, bicycles, valet parking, and normal pedestrian traffic. I fear for the safety of pedestrians who are shopping and walking to schools/houses of worship. There already is decreased visibility trying to navigate around outdoor restaurant dining sheds, along with the possibility of additional sheds in front of supermarkets and grocery stores. Other concerns are increased air and noise pollution from extra trucks going through our Bay Ridge Community. The Bay Ridge residents shouldn't be subjected to additional dangerous conditions! Making Third Avenue a truck route is a bad idea and is an accident waiting to happen!

Comment added May 28, 2026 7:52pm

- **Kathy**

Third Avenue in Bay Ridge is not only a business avenue with stores and restaurants, it is also home to many people who live above the stores or apartments building. Third Ave is already a congested avenue with delivery trucks, buses and cars which causes driving an obstacle course. The addition of this being a truck route will increase noise pollution and air pollution for the people who live on the avenue because it's not a wide avenue like it is in other areas of the avenue. Plus the weight of these trucks would cause the streets to cave in.

Comment added May 28, 2026 11:08pm

- **Anonymous**

What a terrible idea to have 3rd Ave in Bay Ridge a designated truck route. This is a neighborhood with heavy pedestrian and vehicle traffic with only 1 lane in each direction. To add truck traffic would be extremely detrimental to the neighborhood, causing much more congestion to this overburdened avenue, cause additional air pollution from the trucks themselves as well as from the traffic jams it will cause and more importantly, a serious hazard to pedestrians trying to navigate the streets. Stop the insanity and preserve the neighborhood.

Comment added May 29, 2026 3:10pm

- **Anonymous**

There is already no enforcement of citywide truck routes by the NYPD. How will rewriting them change that?

Comment added May 29, 2026 4:58pm

- **Michael Hassin**

Please designate the blocks of East Houston Street that are east of 1st Avenue as a truck route. Trucks entering Manhattan via the Williamsburg Bridge are currently allowed to use the local/residential streets of the Lower East Side to reach destinations in Alphabet City or near the waterfront. Designating the easternmost portion of East Houston as a truck route would compel truck drivers to continue on Delancey, use 1st Avenue to go north, and then use East Houston to go east, preventing cut-through truck traffic through the Lower East Side.

Comment added May 29, 2026 5:15pm

- **Trevor Sheade**

I would appreciate truck routes to be redesigned to limit noise pollution, environmental pollution, and traffic idling the blocks bike lanes and pedestrian paths for New York City residents.

Comment added May 29, 2026 5:19pm

- **Victoria**

I write to strongly oppose the expansion of truck routes to include Third Avenue in the Bay Ridge area (60-86th Streets). The avenue has in recent years been narrowed from 2 lanes in each direction, to one lane in each direction. This busy commercial and residential stretch is already clogged with double-parked cars and trucks at all hours of the day and night. It is already difficult to navigate Third Avenue as it is. There are several schools and churches down the avenue, with a high volume of pedestrian traffic. The numerous bars and restaurants also means additional scooter and bicycle delivery traffic zipping up and down the avenue. Trucks are already able to make deliveries as necessary. Additional truck traffic will inevitably increase the likelihood of accidents involving our neighbors.

Comment added May 29, 2026 6:36pm

- **William Mastrandrea**

Concerning the proposed addition of our local 3rd Avenue (in CB10) to the citywide truck route map, meaning large trucks and tractor trailers would be permitted to drive along 3rd Avenue from 86th Street to Atlantic Avenue even if they are not making a local delivery. Not sure who thinks these things up, but they should take time to actually drive or walk the route at least every day for a week at different times. This is one of the most inappropriate rules that have been proposed lately, and there are often many hairbrained ideas. Do not, do not, do not permit this change. This is almost exclusively a residential neighborhood not a truck byway!

Comment added May 29, 2026 7:07pm

- **Darwin Yip**

The proposed changes to Staten Island mostly seem reasonable. However the proposed change to Hannah St is worrisome considering its very narrow turn towards Front St. Not to mention that Front St will soon become an esplanade full of pedestrians and cyclists due to the waterfront redesign. If trucks were to constantly pass by, I worry that the air will become heavily polluted.

Comment added May 29, 2026 10:35pm

- **Alexander M Schwarz**

Please take care to reduce VMT and increase public safety and air quality by reducing truck routes to the minimum possible citywide. Trucks are dangerous, polluting and antiurban, and must be limited to the greatest extent possible. Thank you!

Comment added May 29, 2026 11:46pm

- **Alex Villari**

I strongly urge DOT to change the truck route on removal of the truck route designation from 3rd Avenue between Atlantic Avenue and Schermerhorn Street. This is an extremely busy stretch of foot traffic, with many school children of all ages, families, and seniors, and excessive car traffic. Removing trucks from this route will improve public safety and air quality. Thank you for your consideration.

Comment added May 30, 2026 7:13am

- **Murray Schechter**

Regardless of the actual routes, in practice, trucks go where they will, because there is little to no enforcement of these truck routes. For example, Clinton Street in Brooklyn Heights, a one-lane road with an unprotected bicycle lane, is constantly besieged with trucks. I urge the City to allocate funds for enforcement of truck routes, and to increase the amount of fines, especially for repeat offenders.

Comment added May 30, 2026 11:08am

- **Michael N**

I support changes that will enhance safety, increase visibility, reduce traffic congestion, and reduce vehicle miles traveled (VMT).

Comment added May 30, 2026 4:51pm

- **Vince Bruns**

I live at the east end of State Street, and I have read and appreciated the letter from the 400-500 Block Association concerning truck traffic in our area. Big trucks have caused great trouble coming down State (less so currently with the road narrowing for the One Third Avenue construction, but it could come back when that project is complete). It seems their GPS programs would guide them to try to make impossible turns from Third Avenue, causing the destruction, car damage, interminable delays and the car honking. The honking is probably worse farther west. Now with limited trucks on my street, it is clear that the enormous trucks on third still really don't belong, causing delays and being overstressed trying to get on the block at Atlantic and through the chicane at Schermerhorn/Flatbush. It really would be in the best interests of the truckers as well as those of us who live here to use the path designed for large vehicles recommended by the 400-500 traffic group..

Comment added May 30, 2026 5:08pm

- **Sam Masyr**

Third Avenue is difficult enough to navigate a small car, what with commercial enterprises on both sides of the streets resulting in constantly double parked vans and trucks servicing these establishments. Large trucks would render passage on Third Avenue virtually impossible.

Please consider a less dangerous and contesting alternative.

Comment added May 31, 2026 11:36am

- **Ed Janoff**

Union Square Partnership is supportive of the change to remove Broadway from 34th Street to 14th Street in Manhattan from the truck route network, including 17th Street and Union Square East around Union Square Park. This is an outdated designation from when Broadway carried through traffic, as it no longer does today. Removing the designation will allow for the possibility of further upgrading pedestrian infrastructure in this busy area which is badly needed.

Comment added June 1, 2026 12:29pm

- **Anonymous**

As a resident of Bay Ridge, Brooklyn, represented by the Brooklyn Community Board 10, I concur with the unanimous vote by community board members at a duly publicized meeting held on May 18, 2020⁶ strongly opposing the proposed expansion of the 3rd Avenue truck route. The proposed expansion will endanger residents including children, harm businesses, and adversely affect air quality.

Comment added June 1, 2026 12:45pm

- **Debra McCarthy**

Please do not ruin our neighborhood by allowing trucks to use 3rd Avenue in Bay Ridge. Permitting trucks on 3rd Avenue would endanger families and seniors by making it extremely difficult to cross the streets. Making 3rd Ave a truck route will also destroy the local business and restaurants.

Bay Ridge is already surrounded by the Belt Parkway and I-278.

DO NOT PERMIT TRUCKS TO GO THROUGHT THE HEART OF OUR
NEIGHBORHOOD!!!

Thank you

Comment added June 1, 2026 3:35pm

- **Anonymous Bay Ridge Resident**

The proposed truck route to our main commercial and residential portion of 3rd Avenue is an abhorrent proposition to make to the Bay Ridge Community. 3rd Avenue and 86th are where we go to bring our children to daycare, where our children walk to school, where we shop for groceries, where we visit The Bookmark Shoppe, eat at The Corner, and patronize many other stores and establishments. As a community, we deserve to maintain our community center in and around 3rd Avenue – not have it turned into a truck route.

The increased emissions, noise, and truck traffic will create a dangerous and unsavory environment ALL of Bay Ridge would like to avoid. This would never happen in Park Slope, Cobble Hill, or Brooklyn Heights. Our community deserves to maintain its community center and safe corridor for the safety and enjoyment of all in Bay Ridge.

The proposed addition of truck loading zones will further deteriorate our neighborhood center and negatively impact businesses who rely on foot traffic and automobiles' ability to park near their establishments. No longer will residents be able to enjoy a walk on 3rd ave with tractor trailers turning on an off 86th and traveling down 3rd. This is a disgrace to our community, and this plan should never come close to fruition.

Comment added June 1, 2026 6:23pm

- **Anonymous**

I am writing to express my concern regarding the increasing volume of heavy commercial truck traffic on Degraw Street between Hicks Street and Court Street in Brooklyn, which is a residential street in our densely populated neighborhood.

Degraw Street is currently designated for local deliveries only; however, this restriction is routinely ignored. Large commercial vehicles regularly use the street as a through route and alternate to both Union Streets and Atlantic Avenue despite the posted restriction sign on the corner of Hicks Street and Degraw Street. These vehicles range in size from medium box trucks to full-size tractor-trailers (18-wheelers).

The presence of these trucks creates several significant concerns for block and neighborhood residents. First and foremost is our safety. Many of these vehicles travel at speeds that are excessive for the vehicle size and over the city's speed limit for this residential area. Given their size and stopping distances, it is difficult to believe they could stop safely if a pedestrian, child, cyclist, or pet unexpectedly entered the roadway. Residents should not have to fear for their safety when walking, crossing the street, or allowing their children to play in the neighborhood.

In addition to immediate pedestrian safety concerns, the heavy truck traffic contributes to increased noise, air pollution, vibration, and wear on local infrastructure that was not designed to accommodate frequent use by large commercial vehicles. One piece of evidence that points to this damage is the sinkhole that has appeared on Degraw Street at the corner of Tompkins Place. Additionally the noise and air pollution is exacerbated by the constant weekday presence of commercial vehicles used by construction companies renovating the homes on Degraw Street, Cheever Place, Strong Place and Tompkins Place. The accumulation of these vehicles on weekdays and particularly on days when Alternate Side Parking rules are in effect create traffic jams resulting in these trucks idling with engines running, honking their horns from frustration and blocking non-commercial through traffic.

These trucks are routinely traveling on a residential street on which they do not belong, resulting in diminishment of quality of life for the residents and in infrastructure damage. The corners make for tight turns, which these truck drivers often struggle with, and result in street tree damage, honking, idling and parked vehicle damage.

I respectfully request that the Department investigate this issue and consider measures to improve compliance with the existing local-deliveries-only restriction or to make common sense changes to reflect the current neighborhood. Such measures could include increased enforcement, additional signage, traffic-calming devices, truck-route monitoring, or other appropriate actions to discourage unauthorized and oversized truck traffic.

Thank you for your consideration and for your efforts to ensure the safety and quality of life of residents in our community.

Comment added June 2, 2026 12:06pm

- **ML**

Hello,

I write to you as a resident of the Bay Ridge neighborhood. I oppose the proposed rule that would amend section 4-13 of Chapter 4 of Title 34 of the Rules of the City of New York ("34 RCNY") to update the citywide truck routes.

Having large trucks on 3rd avenue is completely inappropriate and it would endanger families, create noise pollution for those who live nearby, and harm local businesses due to increased congestion.

New York City has seen an outflow of tax paying residents due to policies that disregard the needs of whole communities. This proposed rule would be yet another disastrous decision.

ML

Comment added June 2, 2026 1:37pm

- **Lois Honig**

I am writing to strongly oppose the proposed bus route on 3rd Ave in Brooklyn. I live in the Bay Ridge section of Brooklyn, a lovely pedestrian neighborhood with an older population. Third Ave has a variety of small businesses including many restaurants with outdoor seating that would be adversely affected by this proposal.

In addition we have had an influx of young families with children who must cross 3rd Avenue on their way to a variety of public and private schools.

Bay ridge has been declared a Naturally Occurring Retirement Community. We have many people of advanced age, a good portion of whom have physical disabilities which make it difficult for them to negotiate crowded streets and even more crowded roadways. I fear for their safety if large trucks become a regular feature on our main shopping street.

In short, this is a bad idea for our community and one that will have a negative impact on businesses and residents alike

Comment added June 2, 2026 2:58pm

- **Tanner Barr**

I oppose the proposed designation of 44th Drive in Long Island City as a truck route. The corridor is already experiencing significant residential construction, and the One LIC plan would further shift the area toward higher-density residential/mixed-use development.

Designating 44th Drive as a truck route would formalize heavy truck activity on a street that is becoming more and more residential. I would request that DOT remove 44th Drive from the proposed truck route additions and instead prioritize nearby industrial corridors that better connect to other arterial roads and expressways.

Comment added June 2, 2026 3:19pm

- **Marilyn Murphy**

Just say, "No". I strongly oppose allowing additional truck traffic along 3rd Ave in Bay Ridge. It is currently overcrowded with local delivery trucks, buses, local traffic and pedestrians. Additionally, I don't believe the infrastructure can handle additional large truck traffic along 3rd Ave.

Comment added June 2, 2026 4:04pm

- **Anonymous**

Third Avenue in Bay Ridge is already a very congested avenue and is dangerous for both drivers and pedestrians. Increased traffic with a truck route will only amplify the danger. Additionally, side streets are residential and cannot manage extra traffic or noise.

Comment added June 2, 2026 6:38pm

- **Anonymous Mother**

Please reconsider. We have too many small businesses and schools on this portion of the avenue to have more traffic and pollution. My opposition is for the health of the community members in Bay Ridges Naturally Occurring Retirement Community. Bay Ridge is one of the last enclaves for NYC seniors and grandchildren to walk safely to and from school and businesses.

Comment added June 2, 2026 6:41pm

- **Kelly**

Between the B37 bus, citibike. Express busses the last thing we need is a truck route. There are enough vehicles and accidents. Please don't do it.

Comment added June 2, 2026 7:15pm

- **Kenric Tam**

I write as a resident of Bay Ridge who lives on 77 Street right off 3rd Avenue and I write in strong opposition to 3rd Avenue being made a truck route.

I commute to downtown Brooklyn both by driving as well as cycling. I also walk my young kids home from school along 3rd Avenue every day. I provide this context because it's necessary to establish that I am not biased in favor of any mode of transportation, and to also demonstrate that I am also sufficiently familiar with the various aspects of 3rd Avenue traffic flow.

Making 3rd Avenue in Bay Ridge an authorized truck route is a monumentally bad idea. Firstly, 3rd Ave in Bay Ridge is only one lane in each direction and is heavily trafficked by vehicles. There are always large amounts of double parked vehicles at all times of the day. 3rd Ave is also already an MTA bus route. An extensive survey of the street shows that the avenue becomes impassable multiple times daily. Deliberately funneling trucks onto this corridor would compound the problem exponentially. While stricter enforcement of parking rules (specifically, against double parking) on 3rd Avenue may serve to alleviate some congestion, I would also argue that a substantial amount of customers frequent the businesses on 3rd Avenue and making quick stops in a necessary part of local business. I submit that a significant step up in enforcement approaching the zero tolerance necessary, coupled with added truck loaded zones (as noted on your presentation) would actually harm local businesses substantially.

Secondly, 3rd Avenue is heavily trafficked by pedestrians. In particular there are numerous schools that feed directly onto 3rd Ave such as PS 102, IS 30, Our Lady of Angels School, and PS 413. Increasing truck traffic on a school corridor is dangerous and highly irresponsible and detrimental to pedestrian safety, particularly to children who are notoriously and potentially fatally difficult for truck drivers to see.

Thirdly, 3rd Ave is a busy business corridor. Trucks already frequently make deliveries to local businesses. These deliveries are necessary for local businesses so these limited number of trucks are necessarily tolerated and their presence is justified. However, intentionally adding trucks that aren't making deliveries to 3rd Avenue isn't justified.

Additionally, there is a portion of 3rd Avenue starting from 65th and going under the Gowanus Expressway that would actually be impossible for a tractor trailer to circumnavigate when driving north bound. It is a tight and narrow curve which is

followed by a full 90 degree left turn in order to continue onto 3rd Avenue. The congestion this would create would cause spillback and obstruct the entrance ramp to the Gowanus Expressway and more importantly, the NYPD's 68th Precinct and Emergency Services Unit, both of which are located on 65th Street. (See Exhibit A)

In light of the critical points I bring up, I respectfully ask that you reconsider making 3rd Avenue a truck route. Thank you.

Exhibit A

[Comment attachment](#)

3rd-Avenue-Oppose-Truck-Route.pdf

Comment added June 2, 2026 7:37pm

- **Francesca Messina**

Why are there no truck routes running through the West Village? Why is a dense residential neighborhood in Manhattan protected, while Bay Ridge is expected to bear the burden?

Just because Bay Ridge is in Brooklyn does not mean our community deserves less consideration. Bay Ridge is home to thousands of families, children, seniors, small businesses, restaurants, and residents who have chosen to live in a vibrant residential neighborhood—not alongside a major truck corridor.

The proposal to turn Third Avenue into a truck route is unacceptable. Increased truck traffic will bring more noise, congestion, safety risks, and air pollution directly into our community. The health impacts alone should be enough to stop this proposal. Increased diesel emissions are linked to higher rates of asthma, respiratory illness, heart disease, and other serious health conditions.

Our children walk these streets. Families cross these intersections every day. Residents live, work, shop, and dine here. No residential neighborhood should be forced to sacrifice its quality of life and public health for a truck route.

If this would not be considered acceptable in the West Village, it should not be considered acceptable in Bay Ridge. Our community deserves the same level of protection, respect, and investment as any neighborhood in Manhattan.

We strongly oppose any plan to designate Third Avenue as a truck route. The City must find another solution that does not put the health, safety, and well-being of Bay Ridge residents at risk.

Comment added June 2, 2026 7:53pm

- **Danielle Febles-King**

As a small business owner on Third Avenue, I am very concerned about the proposed truck route. Third Avenue already experiences much traffic, congestion and pedestrian activity throughout the day. The majority of our customers walk to our store with young children, and adding more truck traffic would create additional safety risks for families, pedestrians, and local businesses. I respectfully ask that the impact on the community, particularly pedestrian safety, be carefully considered before moving forward with this proposal.

Comment added June 2, 2026 8:09pm

- **Thomas Byrne**

I am a life long Bay Ridge resident, and I strongly oppose the changes proposed. Third Ave is already crowded with local delivery trucks and double parked drivers. This change would be a disaster for Bay Ridge causing gridlock and pollution throughout Bay Ridge.

Comment added June 2, 2026 8:44pm

- **Anonymous**

This was my comment if need inspiration

I am writing as a Brooklyn resident to express my strong opposition to the proposed expansion of the local truck route network to include Third Avenue from Schermerhorn Street to 86th Street. Formalizing this corridor as a 24/7 truck route will severely impact public safety, public health, and the quality of life in our neighborhoods.

I urge the DOT to reject this proposal based on the following critical concerns:

Severe Traffic and Congestion: Third Avenue is already a highly congested, complex artery handling local buses, passenger vehicles, and delivery traffic. It is frequently plagued by double-parking and bottlenecking. Adding continuous, heavy freight and 53-foot truck traffic to this corridor will completely paralyze local movement and increase reckless driving behaviors as drivers attempt to navigate the gridlock.

High Density of Pedestrians and Schools: The proposed route passes directly through high-density residential and commercial areas, including the heart of the Sunset Park and Bay Ridge communities. This corridor is home to numerous schools, playgrounds, and daycare centers. Forcing massive freight trucks onto a street where thousands of children walk to school every day is an unacceptable safety risk that runs entirely counter to the city's Vision Zero goals.

Severe Environmental Justice and Asthma Concerns: Sunset Park already suffers from some of the highest rates of childhood asthma and air pollution in the city, largely due to its proximity to the multi-lane Gowanus Expressway overhead. Adding a street-level local truck route directly beneath or adjacent to this highway creates a toxic "double exposure" of particulate matter for residents. The community cannot absorb any more diesel exhaust or localized air pollution.

Negative Impact on Local Commerce and Infrastructure: Third Avenue thrives on foot traffic, outdoor dining, and local shopping. Converting it into a permanent highway for heavy freight will ruin the streetscape with continuous noise, vibration, and diesel fumes, ultimately hurting the small businesses that form the backbone of our neighborhood.

Rather than accommodating more heavy trucks by expanding the network into vulnerable neighborhoods, the DOT should focus on rigorous enforcement of

existing routes, utilizing technology to keep trucks on major highways, and investing in safer infrastructure.

Thank you for your time and consideration. I strongly request that the DOT host localized public workshops to hear directly from the affected communities before moving forward with any rulemaking.

Comment added June 2, 2026 8:51pm

- **Emily Walsh**

I live off 3rd ave in Bay Ridge and walk the avenue daily with my small children on our way to school, weekend activities and dining – it's already incredibly busy with double parked cars, delivery trucks, buses, emergency vehicles and local traffic (speeding and unsafe drivers are already another issue). Adding a designated truck route would be a huge quality of life and safety concern for the residents and pedestrians in the area. As a resident and home owner off 3rd Ave, I strongly oppose this proposal.

Comment added June 2, 2026 9:00pm

- **Brian Offerman-Celentano**

I STRONGLY oppose this new truck route. 3rd avenue is already congested. Between deliveries, city busses, school busses, cars, morning rush hour leading to the BQE, cyclists, school crossings, and the MANY businesses and restaurants on 3rd Avenue, the fact that this route was even considered let alone proposed is the height of absurdity and whoever thought this was a good idea clearly has not spend any time in the area.

This would create a dangerous situation and create a serious problem for a neighborhood that has managed to mingle residential and commercial space for decades without major issues. Doing this would be a terrible mistake. PLEASE do not proceed with this plan.

Thanks for your consideration.

Brian Offerman-Celentano

Comment added June 2, 2026 9:25pm

- **Alexis Madimenos**

Very bad idea. 3rd avenue is extremely congested already. Especially from Bay Ridge Avenue to 77th Street. Really wish you would listen to the public. You're supposed to be representing us.

Comment added June 2, 2026 10:33pm

- **Joseph**

3rd Ave is a terrible location to pick for a truck route. I live right down the street from the newly built PS413, which is on 3rd between 68th and Senator, and that intersection is dangerous enough as it is, with a poorly marked crosswalk/stoplight where cars regularly blast through the red light in front of the school. Funneling trucks through here is just simply a bad idea that would add more risk for the children of PS413 and the surrounding community. Bay Ridge drivers are already uniquely distracted, disgruntled, and dangerous drivers, please, for the love of God, don't throw more trucks into the mix.

Comment added June 2, 2026 10:44pm

- **Chris King**

I'm against turning Third Avenue in Bay Ridge into a truck route.

This isn't some industrial area. This is where we live. We got families here, kids walking to school, people pushing strollers, seniors crossing the street, and local businesses that depend on people feeling safe coming to shop, eat, and spend time in the neighborhood.

Adding more truck traffic to Third Avenue would be a disaster. More noise, more pollution, more traffic, and a lot more dangerous. Anybody who spends time on Third Avenue knows it's already busy enough. The last thing we need is more large trucks trying to get through to the highway using our streets all day long.

As a local business owner, I can tell you this would hurt the neighborhood. People come to Third Avenue because it's a great place to walk around, grab dinner, shop and enjoy Bay Ridge. If the avenue starts feeling like a freeway for trucks, it will hurt every business and every resident.

Bay Ridge has always been a neighborhood where people put down roots, raise families, and look out for each other. Turning Third Avenue into a truck route goes against everything that makes this community special.

Please listen to the people who actually live and work here. Keep Third Avenue for the families, residents, and small businesses that make Bay Ridge.

Comment added June 2, 2026 11:13pm

- **Joseph Foulke**

This proposed truck route is total insanity. 3rd Avenue is already congested with cars. Also 86th Street between 3rd Avenue and the 86th Street overpass at the highway is completely congested every day including weekend afternoons. It is not fair to the residents and business who live and operate along the proposed route because they will have to deal with constant truck noise and fumes from the trucks. It will cause serious health issues to older adults who make up a large portion of the population along the length of the proposed route.

Comment added June 3, 2026 6:11am

- **Anthony Trifilio**

This is a terrible proposal. Third avenue is already choked with vehicular traffic including cars, electric bikes, and delivery trucks to local restaurants and shops, what makes you think this is a good idea? The route then would continue to turn on Third avenue at 86st. Have you driven down 86st? Double parked cars, very few parking spaces given the number of businesses on it, a brand new school, Dyker Park, and city buses? What delusion makes you think that diverting truck traffic will be a help. The DOT should seriously think about how to reduce vehicular traffic in Bay Ridge not increase it.

Comment added June 3, 2026 8:04am

- **Anonymous**

3rd Avenue in Bay Ridge is already one of the most impassable corridors in the area. Bus lane, bike lane, WILD levels of double parking without enforcement. Already a pedestrian hazard zone. It is both commercial and residential and the noise and air pollution will be drastic if the truck route is extended. Completely inappropriate location for a truck route.

Comment added June 3, 2026 8:16am

- **Anonymous**

To whom it may concern,

I'm writing to oppose the proposed new truck route on 3rd avenue. My concerns lie with how heavily congested the avenue currently is. In addition to the number of children and families in the neighborhood, if this moves forward I believe it could turn into a serious safety issue.

Please reconsider this proposal for the safety of the community and the established businesses along the avenue.

Thank you for your consideration.

Comment added June 3, 2026 8:52am

- **Linda**

I vehemently oppose the Third Avenue Truck route proposal. As a resident of Bay Ridge who walks past Third Avenue everyday with my young daughter, I am concerned with road safety, the increased pollution and noise.

Comment added June 3, 2026 9:01am

- **Amir S**

I am a Bay Ridge resident for over 20 years. This will be a disaster. This is a 2 lane avenue. It's a safety issue for pedestrians and children. It's a pollution issue. It's a disaster. Don't do this to us please.

Comment added June 3, 2026 9:28am

- **Anonymous**

I write to strongly oppose the addition of Third Avenue between 86th Street and Atlantic Avenue to the citywide truck route map. This is not the appropriate location for large truck activity as it is residential with small businesses and many schools. This would add to an already high traffic area. The dangers of such large trucks create further obstacles for an already overcrowded area with high traffic of cars, pedestrians, outdoor dining restaurants, school pick up and drop off. In addition to safety concerns there will be a dangerously high count of pollution affecting the residents and entire community. Please use logic when making these decisions that affect the safety and overall wellbeing of your community members.

Comment added June 3, 2026 10:06am

- **Catherine Outeiral**

It is not clear to me if they have done any environmental studies on how this will impact 3rd and 4th avenue environmentally.

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We already know the Flood Basins need repair on 3rd, 4th and 5th avenue. So that will increase tons of traffic on those blocks, causing tons of pollution and other problems. The trucks will add additional problems along this route and I don't think anyone has considered this, environmentally otherwise. I am definitely opposed to it.

Comment added June 3, 2026 11:17am

- **Anonymous**

Third Avenue is an incredibly busy street, and the heart of the Bay Ridge business district. It features miles of restaurants, shops, banks, pharmacies and other businesses that cater to our family-friendly and NORC neighborhood. Third Avenue should not be designated as a local truck route. It will impact safety and also quality of life. I vehemently oppose this proposal.

Comment added June 3, 2026 1:24pm

- **Frank**

I oppose the addition of more traffic especially trucks on Third Avenue between 86th Street and Atlantic Avenue. Third Avenue in the Bay Ridge stretch is filled with doubled parked cars and trucks blocking traffic.

Why would anyone want more?

Pedestrians and cars are forced onto the wrong side of the road. This dangerous. There are doubled parked cars and trucks on every block at any time. It would get worse and more dangerous.

Businesses will hurt and bus service will slow.

First the City of Yes, then pot stores where children have to walk by, now this.

What a stupid idea.

Less traffic not more, please.

Comment added June 3, 2026 4:46pm

- **Anonymous**

I vehemently oppose the truck route designation for 3rd Avenue. I watched first hand how trucks ruined Caton Avenue in Flatbush, and do not want the same for Bay Ridge. 3rd Avenue is a busy thoroughfare of shopping, MTA busses, bikes, and local businesses. There is simply not room for trucks to safely navigate 3rd Avenue. Moreover, this truck route would add unjust levels of pollution, noise and exhaust on a residential street full of families – and create a dangerous situation for young children and pets. 3rd Avenue is a cultural landmark of Bay Ridge and should not be changed. Keep the trucks on I-278 where they belong, and away from the avenues in Bay Ridge.

Comment added June 3, 2026 10:17pm

- **Deborah Mountis**

Third Ave in Bay Ridge is already so difficult with all the double parking. It would be a nightmare to drive a car or cross the street as a pedestrian. The fact that these trucks will make the potholes worse just adds to the fact that this is a terrible idea!

Comment added June 4, 2026 8:28am

- **Jess Richards**

DOT, Please do not make 3rd Ave in Bay Ridge, Brooklyn a truck corridor. 3rd Ave is already very congested with regular day-to-day traffic and a lot of double-parking. Many school children cross and walk along 3rd Ave daily to get to and from schools.

Comment added June 4, 2026 8:48am

- **Anonymous**

I'm a parent and a concerned resident in Bay Ridge strongly opposed to the truck route proposal on 3rd avenue. A walk along 68th street- 86th street will make it very clear that this proposal is not only a bad one due to the already congested avenue but a dangerous one for our children. PS 413 is located on Senator street and several early childhood education centers are spread out along 3rd avenue. Morning and afternoons the streets are full of kids riding their scooters or bikes to school, families walking with strollers. Having large trucks passing through frequently poses a serious safety risk for our little ones. Please move the route to a less populated avenue.

Comment added June 4, 2026 11:54am

- **Dana McCarthy**

This proposed truck route on 3 Avenue throughout Bay Ridge is hazardous to all pedestrians and kids who attend schools on 3rd Avenue and surrounding areas. 3rd avenue is a highly populated pedestrian avenue with many restaurants, shops, schools, etc. This proposed truck route is dangerous to pedestrians and car drivers. I totally oppose this proposed truck route as the PTA President and parent at PS 413 located on 3rd Avenue and Senator Street. That corner is already dangerous and this will only make it worse. Please rethink this horrible idea.

Comment added June 4, 2026 12:07pm

- **Peter DeVincenzo**

Designating 3rd Ave between 65th St and 86th St as a local truck route misunderstands how the road changes when it enters Bay Ridge. The street is no longer under the BQE; it narrows significantly; and it enters a corridor that is made up of small business with residential above. This is a truly remarkable stretch of mom-and-pop business – restaurants, shops, bars – that runs for more than 30 blocks and is well utilized (to the point of congestion). There are few neighborhoods left in New York City with this kind of resource. Dumping additional truck traffic will make the avenue less inviting for shops that are already struggling to stand up against online buying. It will also worsen traffic and slow an already slow bus route – in Bay Ridge, the avenue is only one lane each way as opposed to 2-4 lanes further north in the route. There are alternatives that would be less disruptive to local business and less detrimental to the fabric of the neighborhood, including 7th Avenue which is already on the list. By taking 65th St from 3rd Ave to 7th Ave, trucks would spare 3rd Ave and also bypass 86th St between 3rd Ave and 7th Ave, which is also heavily congested.

Comment added June 4, 2026 2:39pm

- **Merchants of Third Avenue, 86th Street Bay Ridge BID, Bay Ridge 5th Avenue BID, Brooklyn Community Board 10, and David Baloché**

The Merchants of Third Avenue Civic Improvement Association, the 86th Street Bay Ridge Business Improvement District, the Bay Ridge 5th Avenue Business Improvement District, Brooklyn Community Board 10, and David Baloché, a resident of Bay Ridge, jointly oppose the proposed addition of 3rd Avenue (65th–86th Streets) and 86th Street (3rd Avenue–Fort Hamilton Parkway) to the Local Truck Route Network. We do not oppose the citywide rule. We ask that DOT sever and withdraw these two Bay Ridge segments before adoption.

These designations are unsupported by the analysis Local Law 171 requires, were made through a process that bypassed the consultation the Local Law mandates, and rest on an assertion of authority the Local Law does not provide. Each defect is independently sufficient to require severance; together, they leave no basis on which these designations could withstand review. The full grounds for severance are set forth in the attached comment letter, which is incorporated by reference.

[Comment attachment](#)

Joint-Comment-in-Opposition-to-DOT-Proposed-Rule-Re-Bay-Ridge-Truck-Route-Designations.pdf

Comment added June 4, 2026 5:15pm

- **Widad**

As a parent, I am deeply concerned about DOT's proposal to add 3rd Avenue in Bay Ridge to the citywide truck route network. The safety of our children, families, and residents should be first priority. Allowing large trucks and tractor-trailers to use 3rd Avenue as a route, even when they have no local deliveries to make, would place an unnecessary burden on an already congested corridor and increase risks to the people who live here.

3rd Avenue is not an industrial roadway, it is the heart of a dense residential neighborhood. It is lined with schools, small businesses, medical offices, houses of worship, and homes. Every day, hundreds of children walk to and from school along this avenue. Parents push strollers, seniors cross the street, and residents rely on local businesses for their daily needs.

The avenue is already heavily congested. Double parking is a constant reality due to school drop-offs and pick-ups, deliveries to local businesses, and limited curb space. Introducing additional large trucks and tractor-trailers into these conditions will only worsen congestion and create greater safety hazards.

Large trucks have significant blind spots, require longer stopping distances, and can make intersections more dangerous for pedestrians and cyclists. The consequences of even a single serious truck-related crash can be devastating. The convenience of moving truck traffic should not come at the expense of the safety of Bay Ridge families.

This proposal would also increase noise, air pollution, and quality of life impacts for residents who already contend with heavy traffic.

I respectfully urge the DOT to reject this proposal and work with community members, local businesses, and elected officials to identify alternatives that do not compromise the safety and well-being of our neighborhood. Our children deserve streets that are safer, not more dangerous.

Comment added June 4, 2026 5:56pm

- **Lincoln Restler**

As the New York City Council Member representing District 33 in Brooklyn, I write on behalf of the 400-500 State Street Block Association and parents of children at PS K456 (Elizabeth Jennings School for Bold Explorers) regarding the Department of Transportation's proposed amendment of rules relating to citywide truck routes. I write in support of their request to remove 3rd Avenue between Atlantic Avenue and Schermerhorn Street from the citywide truck route network, or at minimum to significantly restrict non-local through-truck traffic on that corridor. Rather, the Boerum Place, Jay Street, and Tillary Street corridor could serve as a viable alternative route to the Manhattan Bridge and the BQE for trucks not making local deliveries.

As conditions currently stand, the stretch of 3rd Avenue between Atlantic Avenue and Schermerhorn Street is unsafe and inappropriate as a through-truck corridor. The existing truck routing pattern follows an illogical zig-zag route in which trucks must turn left onto Atlantic Avenue, right on 3rd Avenue, and then left on Flatbush Avenue. Trucks turning right from 3rd Avenue onto State Street to reach southbound Flatbush Avenue regularly block crosswalks and encroach on sidewalk space, endangering pedestrians. Oversized 53-foot tractor-trailers are regularly observed in this area despite being prohibited on New York City streets. FDNY Engine 226 on State Street is regularly blocked by truck traffic, leading to dangerous delays in emergency response times. Buses on Flatbush Avenue are regularly trapped behind truck traffic as well, undermining DOT's investment in bus priority along Flatbush Ave.

The city's truck route has not been updated to reflect changing conditions along this corridor. This includes the construction of thousands of new residential units and two new public schools (PS K456 and the Khalil Gibran International Academy). As the school population of PS K456 continues to grow, the number of young children moving through the corridor will increase as well, and the current conditions place these children at risk as they walk to and from school buses. Active construction of One Third Avenue at the corner of 3rd Ave and State St has narrowed 3rd Avenue to two small lanes, forcing large trucks to drive alongside pedestrians and cyclists and further exacerbating hazardous street conditions.

Given these factors, I urge DOT to consider the removal of 3rd Avenue between Atlantic and Schermerhorn as a truck route, with the Boerum Place, Jay Street, and Tillary Street corridor serving as a more viable alternative. As DOT seeks to

reassess the truck route network across the city, this change would improve traffic conditions and increase overall street safety on this residential and school corridor.

Lincoln Restler

Council Member, District 33

[Comment attachment](#)

DOT-Citywide-Truck-Route-Rule-Change-Comment.pdf

Comment added June 4, 2026 6:43pm

- **Jonathan Harmon**

As a resident of the 500 block of State Street, I cross Third Avenue at State Street multiple times per day and witness how congested the stretch of Third Avenue between Atlantic and Schermerhorn already is. Vehicles almost continuously “block the box” at State Street during week-day working hours, endangering the safety of elementary school-age children who attempt to navigate the intersection on foot over blocked crosswalks to and from school. Sanctioning the addition of commercial trucks would render this traffic flow and set of intersections even more problematic, tearing at the very fabric of a historic, low-rise residential neighborhood. I respectfully urge the DOT to think forward on innovative strategies to decrease the volume of freight trucking on residential streets rather than perpetuating dated, environmentally unsustainable tactics to force long-distance trucks into the fabric of a city that has never been designed to accommodate them.

Comment added June 5, 2026 12:20am

- **Emily**

I would like to comment that I would like to STOP heavy trucks from using Roebling Street as a route to access the Williamsburg Bridge. I am a regular bike commuter. As a bike commuter I am one less car in traffic and one less body on the train during rush hour, and it helps my physical and mental health. Trucks should be kept to the streets where trucks can already easily access the Williamsburg Bridge (via Broadway and Grand Street/Borinquen PI) and the BQE (Metropolitan and Meeker Avenue), as these routes do not cut through an already complicated intersection.

Removing trucks from interacting with bike commuters, school children, and pedestrians in general make for less traffic injuries and deaths.

Comment added June 5, 2026 10:08am

- **Solveig**

I lived at Roebling and s 3rd street for nearly 4 years. This area receives substantial bike traffic to/from the Williamsburg and foot traffic to/from Marcy. There are numerous small children in the area. There are a growing number of Montessori schools as well as Public and private schools ON ROEBLING. I don't understand how this can even be considered a truck route. Please consider visiting the neighborhood on foot. Any reasonable human will understand TRUCKS SHOULD NOT BE HERE.

Fix the truck route map before a child is injured.

If you need further support kindly review the decades of asthma rates that afflict the Southside.

Comment added June 5, 2026 12:15pm

- **Jason Gers**

Hello — my daughter is a 7th grader at MS50 in South Williamsburg Brooklyn, which is located at Roebling St and South 3rd. She is working on commuting to and from school independently, however she is scared of the heavy traffic near her school. Trucks barrel down Roebling street racing to the Williamsburg bridge entrance. Due to these vehicles' heavy weight and the drivers' impatience approaching the bridge, I see chronic red light running by these massive trucks. When my daughter leaves school after activities, the crossing guard is long gone, and she is left to fend for herself against these massive vehicles. Truck drivers probably can't even see my small child as they race to the bridge. Meanwhile drivers have a perfectly adequate route to the bridge nearby via Borinquen Place. Please remove Roebling street as a truck route, for the safety of our kids. Thanks

Comment added June 5, 2026 12:43pm

- **Tyler Miller**

i have a lot of ideas how we can improve the truck routes.

There should be NO streets where truck routes and unprotected bike lanes exist. Wherever they coexist we should upgrade the unprotected lanes to protected. This is an obvious safety improvement.

Bedstuy is absolutely plagued by truck drivers. they make the quiet streets dangerous for kids and families who are not suspecting them. We need stronger rules banning heavy trucks from bedstuy. In fact I'm not even really sure why there are any industrial-zoned buildings in what is effectively a bedroom community. We should be actively looking to make changes to the street network to disincentivize trucks from taking shortcuts through bedstuy.

We should prioritize microhubs! as much as possible

Also, I ride the Williamsburg bridge often, biking to get into manhattan. heavy trucks make this harder. we should remove them from roebeling street!

Comment added June 5, 2026 12:51pm

- **Anonymous**

I am writing to formally oppose the designation of 3rd Avenue in Bay Ridge, Brooklyn as a Truck Route. The proposed rule would result in heavy traffic of commercial trucks in a densely populated residential area. This is deeply troubling for the safety of our community.

3rd Avenue is one of the most active pedestrian corridors in Bay Ridge. It serves a dense residential neighborhood with a significant population of children, and elderly residents who all depend on this avenue daily. These are among the most vulnerable road users, and they would be placed in direct danger by the addition of heavy through-truck traffic to an already congested street.

This proposal is also plainly inconsistent with the City's own recent investments in this corridor. The New York City Department of Transportation recently installed Citi Bike docking stations in this area, reflecting a City-stated commitment to safer streets and active transportation. Designating this same corridor as a truck route directly contradicts that investment and sends a contradictory message about the City's priorities.

The goals which directed DOT to redesign the truck route network to enhance safety, reduce congestion, and reduce vehicle miles traveled are not served by routing trucks down a heavily residential, pedestrian-dense avenue. I urge DOT to identify alternative routing that achieves freight movement goals without endangering the residents of Bay Ridge.

As a parent of a child who regularly uses 3rd Avenue, I believe this proposal, if adopted, will result in serious injuries and deaths. I respectfully urge DOT to remove 3rd Avenue from the proposed Truck Route Network.

Thank you for the opportunity to comment.

Comment added June 5, 2026 4:16pm

- **Daniella Sarkis**

I strongly oppose the proposed truck route for Bay Ridge. I reside here with my family which includes my 14 year old daughter. she will be starting school at xaverian in september and one of the biggest reasons we chose the school was the proximity to our home and that she could walk to and from school and walk around 3rd avenue with her friends after school. There are already very little places and things to do for teenagers now to consider making 3rd avenue a truck route is a public safety issue. both from the standpoint of physical safety and the quality of life issues. I cannot bear to have to worry about her and her friends walking and crossing 3rd avenue and in addition to the overcrowding, doubleparking now have to navigate tractor trailers and other large trucks. third avenue is our neighborhoods retail corridor which means we drive to various stores and park and run errands and shop locally. this will also have a tremendous impact on the residents and the small business owners. Please I beg you to not approve this plan, it is has not been thoroughly though through. third avenue in bay ridge is not appropriate nor equipped for truck traffic. It is one lane in each direction with heavy pedestrian traffice. thank you.

Comment added June 5, 2026 4:16pm

- **Anonymous**

As a Bay Ridge Senior who regularly walks this street, I oppose the proposed truck route along Third Avenue. It will affect pedestrian safety (especially for those of us that are slow moving) and vehicle safety. It will also contribute to air and noise pollution in the neighborhood.

Comment added June 5, 2026 4:18pm

- **Alpha Kappa Psi Hotfoot**

Third ave along with 5th are already overly congested, one double parked car and trucks will get stuck and the ave. will be shut down and not moving. Can I suggest less used 6th or 7th ave.

Comment added June 5, 2026 4:25pm

- **TD**

I live along 3rd Avenue and strongly oppose its designation as a truck route for many reasons:

Quality of Life: Trucks are loud and tend to emit harmful pollutants. Everyone living and working along 3rd Ave will suffer from this, including outdoor dining, and even the ability to open windows.

Safety: 3rd Ave is narrow, which is great. It is safe for cyclists and pedestrians. Many MANY children play on the sidewalks with their bikes and scooters. Trucks will result in more fatalities, accidents, etc.

Congestion: On weekends, 3rd Ave is already gridlocked due to folks double parking. Adding trucks to the mix will make the street a nightmare.

To put it simply: a truck route will destroy the neighborhood. We are better without it.

Comment added June 5, 2026 4:25pm

- **Tom DeLorenzo**

I wonder if the DOT measured the width of 3rd Ave and the width of two large box trucks. How many inches are left over? Does the DOT listen to the radio to hear the amount of trucks that break down every day? How will even a motorcycle get around the truck? Has the DOT been on 3rd Ave and 86th St. when school lets out. How many people this year have been killed by trucks making left hand turns? Has the DOT been on 86th St and 4th Avenue when shoppers and worshipers are doubled parked? It is hard to get a car down the street. I think the answer to the above question is either No or I don't care. The obvious answer is to have the large trucks off load at 65th St. and 3rd Ave to smaller trucks for local delivery. Thank you for your time.

Comment added June 5, 2026 4:27pm

- **Patricia Caffrey**

I strongly oppose the proposed designation of Third Avenue in Bay Ridge as a local truck route. Third Avenue is already an extremely congested commercial corridor that serves as the heart of our neighborhood, with constant pedestrian activity, local shoppers, cyclists, buses, delivery vehicles, and residents navigating the area every day.

Adding additional truck traffic would create serious safety concerns, increase noise and air pollution, worsen traffic congestion, and negatively impact the quality of life for the surrounding community. Local businesses that rely on accessible and walkable streets would also be harmed by increased gridlock and dangerous roadway conditions.

DOT has not adequately addressed the impact this proposal would have on residents, seniors, children, pedestrians, and small businesses throughout Bay Ridge. Our community should not be forced to absorb additional heavy truck traffic on a corridor that is already overburdened.

I join Community Board 10, the Merchants of 3rd Avenue, the 5th Avenue BID, the 86th Street BID, and many of my neighbors in urging DOT to reject this proposal and preserve Third Avenue as a safe and accessible neighborhood corridor, not a truck route.

Comment added June 5, 2026 4:31pm

- **LUIS FRANCISCO RIVEROS**

Public Comment in Support of Safe, Safe-Route-Compliant, and Community-First Truck Route Redesigns (Local Law 171)

To the New York City Department of Transportation:

As a resident of Queens, a regular multi-modal commuter, and a local advocate for youth active transportation, I am writing to submit my comments regarding the proposed updates to the citywide truck route network pursuant to Local Law 171 of 2023.

While trucks are vital to our city's economy, our current route network too often prioritizes the speed of freight over the lives and health of New Yorkers. As DOT undertakes this redesign, I urge the department to strictly prioritize vulnerable road users, traffic calming, and environmental justice by centering the following demands:

Protect Vulnerable Road Users and School Zones: Truck routes must be strictly routed away from school zones, parks, and major senior centers. In neighborhoods like Queens Village, where initiatives like school "bike buses" work daily to get children safely to school, a heavy truck route should never conflict with designated safe routes to school.

Enforce Daylighting and Implement Physical Protection: Redesigning the network is only half the battle; the streets themselves must reflect safety. DOT must mandate robust, daylighted intersections along all truck routes to maximize visibility, and implement physically protected cycling and pedestrian infrastructure to prevent tragic right-turn conflicts.

Reduce Vehicle Miles Traveled (VMT) and Lower Freight Volumes: Local Law 171 explicitly calls for a reduction in VMT. The final rule must include concrete mechanisms to reduce overall truck mileage within city limits by incentivizing micro-mobility hubs, cargo bike deliveries for the "last mile," and off-hour delivery shifts.

Prioritize Environmental Justice: For decades, outer-borough communities and communities of color have borne the brunt of traffic congestion, poor air quality, and asthma rates driven by heavy truck exhaust. This redesign must actively reduce the burden on historically over-saturated corridors.

Thank you for the opportunity to comment. We need a modern truck route network that reflects a commitment to Vision Zero, environmental justice, and the safety of our most vulnerable neighbors.

Sincerely,

Luis Francisco Riveros Aya

Comment added June 5, 2026 4:37pm

- **Patricia M Steers**

NOT A GOOD IDEA. MORE TRAFFIC WE DONT NEED.

Comment added June 5, 2026 4:44pm

- **Anonymous**

Please do not do this. As someone who has lived here over 50 plus years I do understand the need but it does NOT out way the needs of the many in the neighborhood that need to use this avenue to drive, shop and generally walk through it all. With children and a LOT more seniors, who have a hard enough time navigating crosswalks taken up by cars, and e-bikes whizzing along on the street PLUS on the sidewalks, and now you want to add trucks to this mix?! For the love of all that is good, PLEASE do the right thing.. don't let third avenue turn into a nightmare of trucks double parked. Add in the bad air emissions and strain on our roadways, excessive noise and rumblings that DO effect buildings and homes all along this avenue. PLEASE.. this should be a no brainer .. a hard no!!

Comment added June 5, 2026 6:10pm

- **Anonymous**

Third Avenue in Bay Ridge is home to many restaurants that have valet parking and some of which have outdoor dining. It is also used by many cyclists and it is a heavily used shopping area for residents. Having it used by tractor trailer trucks as a truck route is dangerous, ill conceived and will hurt virtually all of the businesses/restaurants on third Avenue.

Comment added June 5, 2026 6:19pm

- **Anon**

Instead of a truck route, could we please have protected bike lanes? 3rd ave is busy and most of that is silly double and triple parking. Maybe a truck could fit if it was sidewalk, bike lane, parking lane, then driving lane. Or maybe no parking allowed! Figure it out somehow else!

Comment added June 5, 2026 6:57pm

- **Emily White**

I'm a 20+ year resident of Williamsburg that cycles and walks daily in the neighborhood. The truck route on Roebling is a hazard to us as residents, cyclists, and pedestrians, as the trucks literally are too large for the road. Additionally, it actively and noticeably decreases the air quality along Robeling. Updating the truck route so it does not pass through a residential neighborhood would be greatly appreciated. Thanks so much!

Comment added June 5, 2026 7:58pm

- **anonymous**

<https://www.nyc.gov/html/dot/downloads/pdf/truck-network-redesign-report.pdf> page 36, it says:

Under the proposed network changes, there will be a 3.6% increase in overlap of truck routes within DACs. By contrast, the increase in truck route mileage in non-DAC areas will increase by 4%.

Why are non-DAC areas bearing the burden when non DAC areas have beared be disproportional burden of higher property taxes?

Comment added June 5, 2026 8:23pm

- **anonymous**

A a new truck route running on 3rd avenue from what, sunset park through Bayridge to connect into 86th street? Are you kidding me? 86th street is multi-lane and yet it is already at full capacity as it handles several mta bus lines too, don't you want public transportation to function? It is a stressful intersection to deal with as is. DOT is not looking at this beyond merely looking at a map and seeing tubes that are all the same. They are not. You are going to increase accidents here.

Comment added June 5, 2026 8:37pm

- **Alice K**

3rd Avenue in Bay Ridge is not an appropriate route for truck traffic. I am vehemently opposed to this proposal. It is already very congested with car traffic and double-parked cars, making it very difficult to maneuver for drivers, pedestrians, and cyclists alike. There is only one lane of traffic in either direction and adding truck traffic in the mix would exacerbate congestion and safety issues. The avenue is a vibrant local shopping street in Bay Ridge and should be enhanced to improve walkability and bus speed, pedestrian and cyclist safety, and local community service and business opportunities. Adding a truck route through the neighborhood would worsen the experience of being on the street and increase health and safety risks for all users.

Comment added June 5, 2026 9:52pm

- **Jennie Tsang**

I strongly oppose designating 3rd Ave as a truck route as a resident living by 3rd Ave and 86th St. 3rd Ave is already a heavily congested corridor and the neighborhood has lots of kids crossing for the schools that are in the neighborhood- designating this as a truck route will make the neighborhood extremely unsafe for the kids and family, cyclists and pedestrians alike.

Comment added June 5, 2026 10:14pm

- **Angela Lam**

I do not support this proposal of the truck route on 3rd Avenue in Bay Ridge Brooklyn. Doing this will create insurmountable traffic to the streets and reduce sales at our local businesses therefore affecting the local economy. It will increase the amount of pollutants into our air and impact the health from babies to the elderly. Locals like myself enjoy walking down 3rd Avenue and 86th Street and being able to appreciate the neighborhood and it's offerings. This proposal will negatively impact the residents, businesses, and economy for the Bay Ridge area. Do not pass this.

Comment added June 5, 2026 10:28pm

- **Anonymous**

I live in Bay Ridge and frequent the businesses on Third Avenue on a daily basis. Third avenue is not designed or equipped for a truck route. The roadway is already extremely congested with trucks making deliveries and double parked cars in a single lane of traffic. It is very difficult to drive on third avenue under these conditions and even more dangerous as a pedestrian. My daughter goes to dance school on third avenue and it is next to impossible to stop and get into the school as it is, I cannot even imagine if more trucks were coming and going in each direction. 4th avenue with 2 lanes each way is much better equipped for a truck route. I strongly oppose the implementation of a truck route on third avenue!

Comment added June 5, 2026 10:30pm

- **Anonymous**

3rd Av in Bay Ridge is a terrible idea for a truck route. Heavily congested with nonstop double parking, it is too narrow for trucks. Lots of restaurants, shops and school kids. Trucks should stay on the Gowanus except for local deliveries, and use 86th St for crosstown instead.

Comment added June 5, 2026 11:37pm

- **Kristina Szala-Newmark**

Third avenue is already congested with double parked cars, trucks delivery, and cars. The B37 bus has to discharge and pick up passengers in the middle of the street many times. Making it a truck route would be disastrous to our quality of life!

Comment added June 6, 2026 1:52am

- **Liz Incata**

3rd Avenue is the heart of our neighborhood and has been for decades. Our mom and pope businesses and restaurants and cafes line 3rd Avenue and give it a small town feel. There is no reason for it to become a truck route. This would alter the character of this thriving strip of the neighborhood. We have the Gowanus Expressway for the trucks to use. Furthermore the city is constantly looking for ways for tax paying residents to not drive their cars. And now they want to turn Bay Ridge into a truck route. Absolutely not!!!! Put the trucks near the Brooklyn Heights Promenade, Park Avenue or elsewhere. Not on 3rd Avenue. When the trucks clog up 3rd Avenue and no one can get down the street, what will happen to our local businesses that we all love? This is a HARD NO!

Comment added June 6, 2026 7:00am

- **Anonymous**

Please do not extend truck routes to 86th street on Third Avenue in Bay Ridge. The street conditions completely change from multi lane highway to residential and small commercial following 68th street's intersection. This would be incredibly disruptive to public life, traffic, and safety. We do not want it.

Comment added June 6, 2026 7:11am

- **Florence Dean**

I am a resident of Bay Ridge and regularly walk along Third Avenue, which is wholly unsuitable for use as a truck route. The street, which is a bus route and is often affected by double parked cars and double parked trucks making local deliveries, is not the type of commercial thoroughfare which can support truck traffic. It is markedly different from Third Avenue below 65th Street (under the Gowanus) with its multi lane traffic in each direction. The proposed area is comprised of small retail merchants, restaurants and cafes(some of which use outdoor dining areas—not particularly conducive to truck noise and noxious fumes) and the sidewalks are used by the residents, including seniors, young families with strollers, children going to local schools (at least one of which, newly opened, is on Third Avenue and Senator Street) to walk around the neighborhood to shop, visit doctors and get to the subway. The buses on Third Avenue already are slowed by traffic and parking issues, and this will make matters far worse. Difficulty in navigating around truck traffic will divert other traffic to the surrounding residential streets, creating additional problems. Noise, air quality, and safety concerns indicate this proposal should be rejected.

Comment added June 6, 2026 7:13am

- **Marijo V Thompson**

This would be horribly unsafe for our community. Don't you know Bay Ridge is infamous for double-parking? Now, you want to throw trucks in the mix? Our traffic already gets horribly affected whenever there are wind conditions on the bridge. Hours of cars honking and idling. Traffic all throughout the neighborhood. Furthermore, we have many local schools. Two large elementary schools are a block or two off Third Avenue. You are putting children at risk. Find a different way! Change the rules of the Belt, so you can put trucks there.I vote, no!

Comment added June 6, 2026 8:02am

- **Jeremy K**

Absolutely not!

Third avenue is already congested and dangerous to pedestrians.

This section of the avenue is both a residential and commercial neighborhood in Bay Ridge. Not a commercial strip, but restaurants and small businesses.

Driving and parking here is already wild. Double parked cars and trucks are everywhere serving the restaurants and stores. We don't have any more street to spare. More big trucks will cause traffic problems, endanger our kids, and negatively impact the character of the Avenue.

Please don't do this to our neighborhood.

In fact, we could use some help improving our walkable city by prioritizing residents and pedestrians.

This proposal deprioritizes our every day experience to serve capitalist needs.

That's not fair.

Comment added June 6, 2026 8:29am

- **Anonymous**

I support removing heavy truck traffic from Roebling Street to make the area safer for children, families, and pedestrians.

Comment added June 6, 2026 9:05am

- **Anonymous**

I am against this proposed route. There are lots of schools on 3rd ave and it will not be safe for our students!

Comment added June 6, 2026 9:52am

- **Gloria Boyce Charles**

Upon review of the rules for the DOT's redesigned truck network, I strongly oppose the addition of Farmers Boulevard (from N. and S. Conduit to Nassau Expressway) as a Through Truck Route. This corridor already experiences significant truck traffic, and such expansion would expose nearby homes, churches, schools, shelters and businesses to exponentially more truck activity, congestion and diesel fuel emissions.

It is also disappointing to note that the rules do nothing to bring relief to communities, such as those in Southeast Queens, that suffer from the proliferation of 53-foot and other Class 7 and 8 trucks on our local streets. These heavy duty trucks do not belong in our communities, and should be required to offload their cargo onto smaller trucks at the local Industrial Business Zone (IBZ) or at the Air Cargo facility at JFK airport before coming onto our local streets.

Furthermore, Class 7 and 8 trucks should never be allowed on streets with medians. These streets are far too narrow to accommodate them. And they should not be allowed to serve M1-zoned warehouses that are embedded within residential communities that are outside of the Industrial Business Zone.

The designation of Limited Truck Zones (using the Staten Island model), which restrict truck size and weight on residential streets, should be considered and adapted to mitigate the truck traffic burdens imposed on our most vulnerable Southeast Queens neighborhoods.

Finally, for the purpose of ongoing accountability, an official office or position within DOT should be established to engage with communities and with the NYPD to develop signage, and to provide ongoing education and oversight regarding monitoring, enforcement and continuous truck traffic management and operational assessment.

Comment added June 6, 2026 2:35pm

- **Eric Mortensen**

Anyone proposing running trucks down 3rd Avenue in Bay Ridge has never driven down 3rd Avenue in Bay Ridge. At its best, it's a madhouse. Often, it's much worse, with traffic backed up for blocks.

Comment added June 6, 2026 6:48pm

- **David P. Crockett, MA, PhD**

To put a truck route down 3rd Ave is a red mistake on many levels and whoever came up with the idea has not ever driven the route. Today I drove the route from 3rd Street and 3rd Ave, under the route 278 (Gowanus Expressway). Starting with the upper 50's through 86 St. there is no room for large truck to navigate the narrow road especially the near 65th Street, passing a small play ground running about. Not much room for a large truck. From about Senator Street until 86th Street and beyond, 3rd Ave is a busy commercial street with many cars double parked, pedestrians crossing the street many with children in tow, delivery people on bikes as well as shopper on bikes. Large trucks rumbling down these streets is not only dangerous but it's impractical/.

These truck will bring more pollution negatively affecting the health of the local residents: increased incidence of asthma, lung cancer etc. Particulate matter pollution has been associated with increased incidence of Alzheimer's Disease and other dementias. Given the narrow crowded roadway, the incidence of traffic accidents and the likelihood of injury or death.

It is clear that whoever proposed the route, did not survey or drive the route.

Comment added June 6, 2026 7:55pm

- **Melvin Wolfson**

3rd Avenue is already congested. In addition to traffic, this is a relatively narrow street compared to 4th Avenue and there are always double parked vehicles. If this becomes a truck route, there is going to be perpetual traffic jams.

Comment added June 6, 2026 10:05pm

- **Athena Bressack**

I'm writing to oppose the third avenue truck route in Bay Ridge. This narrow neighborhood street has heavy pedestrian traffic and a number of highly-used restaurants, shops, and offices. There is already a significant issue with double parking on this street to access all the businesses. The addition of trucking along 3rd Avenue would create really dangerous traffic patterns and make it unsafe to walk my infant son in his stroller. We use third avenue to go to the pediatrician, buy groceries, and other necessary errands for our family. The addition of this truck route would have a significantly negative impact on the quality of life of my family and our neighbors.

Comment added June 6, 2026 10:25pm

- **Anonymous**

I am a concerned parent and neighbor who opposes DOT's plan to designate 3rd Avenue from Atlantic Avenue to Schermerhorn Street as part of the city wide truck route network. 3rd Avenue is a residential and school corridor whose streets are not wide enough to accommodate the large tractor trailers that this plan would allow. I am concerned about my family's and neighbors' safety if this plan were to move forward and I strongly oppose the plan.

Comment added June 7, 2026 7:47am

- **John M**

As a native new yorker and resident of Bay Ridge this proposal would destroy the area. 3rd ave is full of schools/daycares businesses, residential buildings that already is hard enough to drive through due to construction, double parked cars for people running into stores quick, school buses, MTA city buses, valets for restaurants that need to find spots in an already limited parking area. 3rd ave is already over capacity and the addition of a truck route would bring the road to a standstill, not to mention that the noise and pollution from these trucks would overwhelm the neighborhood. This will also impact the areas businesses and new businesses less likely to be opened as their customers cannot get to them if this truck route is approved and trucks are clogging the road. 3rd avenue also has summer stroll, the St. Patricks parade, Ragamuffin Parade and other that would be impacted by this route, and I value these community events over the ability of these trucks to use this road. Do the right thing by keeping the community intact instead of approving this destructive truck route.

Comment added June 7, 2026 8:27am

- **Anonymous -**

I am totally against the truck route on 3rd avenue in Brooklyn. This area is already congested and this will add to the congestion and kill the merchants. Move it to fourth avenue which is a much larger street. Who thought this was a good idea?

Comment added June 7, 2026 8:52am

- **Brad Walters**

I am a resident of Bay Ridge. Adding truck traffic to the 3rd Avenue corridor is a bad idea that does not consider the needs of the neighborhood. The specified portion of the Avenue to be added is already congested, particularly from 68th St to 86th St. There is slow traffic for portions of the day due to the volume of vehicles and due to the necessity of double parking for businesses receiving deliveries. Several local and express buses use this road, and buses are often stuck behind the existing commercial vehicles that are double parked. Adding more commercial traffic will further delay public transit and generally increase congestion. Adding a truck route is not acceptable until and unless there is a meaningful mitigation of existing traffic.

Comment added June 7, 2026 10:29am

- **Toni Ceaser**

It is essential to budget for CBO teachers to have equitable pay and benefits. Anything less is an abuse of CBO staff. It is unfair to expand childcare on the backs of CBO staff. Are you about fairness or just talk?

Comment added June 7, 2026 12:05pm

- **Anonymous**

Third Avenue in Bay Ridge is already BUSTLING. It is teeming with pedestrians of all ages, cyclists (now Citibikes, too), delivery bikes and motorcycles, and vehicles of all sizes. Not to mention, the street is a frequent location for street fairs, parades, and community events. It's two lanes. It cannot accommodate truck traffic and still retain any shreds of the community-oriented purposes it currently serves.

Comment added June 7, 2026 12:51pm

- **Anonymous**

These. particular trucks have had problems navigating certain streets, especially when they need to turn corners. With the onset of multiple family homes being built in this part of SE Queens (notably Springfield Gardens) there are many more cars parked on residential streets which compounds the problem. Sometimes what used to two lanes are only able to freely accommodate one lane driving under normal circumstances. Our roads are being repaved and it is left to be seen what effect heavy duty vehicles will be on them.

Comment added June 7, 2026 1:27pm

- **Birgit Rathsmann**

The intersection of South 4th and Robeling Street in Brooklyn very dangerous with the on ramp to the Williamsburg Bridge. The ramp makes the plaza basically inaccessible for pedestrians, because crossing as a pedestrian in any direction is very dangerous. Cars are speeding on South 4th and on Robeling trying to accelerate onto the ramp, and of course, often, they are a giant truck that is accelerating. The best solution would be to reverse the last block on Robeling Street. The next best solution, take Robeling off as a truck route. Trucks belong on Meeker,

Comment added June 7, 2026 2:49pm

- **Anonymous**

I live just off of 3rd Avenue and I am opposed to the truck route. As is, driving down 3rd Avenue can be difficult as traffic is one lane in each direction. Walking or biking is even more difficult, as sometimes if cars idle/double park, cars are going around into the other lanes. No to the truck route!

Comment added June 7, 2026 5:08pm

- **Wesley Davison**

3rd Avenue in Bay Ridge, Brooklyn, should not be turned into a truck route. It is a two way street with a single lane in each direction. There are numerous businesses and restaurants with outdoor seating. This is not an appropriate place to send trucks. The B37 bus can barely move during business hours due to severe congestion and double parking frequently completely stops traffic. Even if this is forced through, which would be tragic, trucks will be chronically delayed and just give up using it as a route. So it fails not only because it harms the people and businesses there, but it wouldn't even help the trucks trying to use the assigned truck route. Please do not make 3rd avenue a truck route in Brooklyn.

Comment added June 7, 2026 10:20pm

- **Anonymous**

I am strongly opposing having trucks routed through 3rd avenue in Bay Ridge Brooklyn due to this very negatively impacting the health of residents. It is researched and evidence proves that extra exposure to truck gas and fumes- has serious negative health impacts and impacts breathing and the extra carcinogens from trucks make asthma and many health conditions worse. As someone who personally suffers with serious health issues related to Long -Covid, I can personally attest that being exposed to truck fumes and exhaust make my health issues much worse and being around truck fumes definitely make my symptoms flare up and worsens my breathing. And I should note that I am also fairly young. It is notable that our Bay Ridge community also has a disproportionately large community of older residents who also have compromised health. Increased Truck fumes would absolutely make their health worse. We are a very residential community. Trucks could easily be re-routed to more commercial/industrial areas of Brooklyn. ** For the health and wellbeing of our community- PLEASE vote against this and do not allow trucks to start coming down the 3rd avenue corridor in Bay Ridge.

Comment added June 7, 2026 10:57pm

- **Alan Downing**

3rd Ave in Bay Ridge is already overcrowded and barely navigable by cars. It's incredibly common to see two sets of cars honking at each other and weaving in and out of the oncoming lane around multiple parked cars like they're doing slalom skiing. Adding trucks to this would be a nightmare that would cause constant backups and make 3rd ave unusable for local traffic. The congestion is bad enough, do not make it worse when alternatives exist.

Comment added June 8, 2026 1:28am

- **Carmen Feliciano**

As a 9 year member of the Traffic Committee of CB10 I don't understand why they want to add a truck route to third avenue when we already have a truck route on 7th avenue.

Also tons of young children live and attend school on third. It takes longer for a truck to stop if a child runs into the street

Comment added June 8, 2026 6:46am

- **Christopher Weickert**

See attached statement

[Comment attachment](#)

2026-06-09-Weickert-Industries-Inc-Truck-Route-Redesign-Business-Comments-draft.pdf

Comment added June 8, 2026 8:03am

- **Zach Miller**

Public comments in support of the truck route modernization are attached.

[Comment attachment](#)

TANY_Comments-in-Support_NYCDOT_Truck-Route-Modernization.pdf

Comment added June 8, 2026 8:48am

- **Ángela A**

I strongly oppose the proposed amendments to Section 4-13 of Chapter 4 of Title 34 of the Rules of the City of New York (34 RCNY) that would increase truck traffic along 2nd Avenue and 3rd Avenue in Sunset Park.

The dangers of these corridors are neither new nor unknown. For years, residents, advocates, and local leaders have pleaded with the City to address the serious safety deficiencies on 2nd and 3rd Avenues. Numerous studies, public meetings, and planning processes have documented dangerous conditions, severe crashes, serious injuries, and fatalities, yet the community continues to wait for the level of action these conditions demand.

These avenues are not merely industrial or transportation corridors. They are community corridors lined with schools, childcare facilities, healthcare providers, senior centers, parks, playgrounds, small businesses, and thousands of homes. Any proposal that increases truck traffic through this area places additional burdens and risks on the people who live, work, learn, and travel here every day.

The consequences of this proposal extend beyond traffic violence. Increased truck traffic would bring more noise, diesel exhaust, and harmful particulate pollution into a densely populated residential neighborhood that already bears a significant burden from freight movement and regional transportation infrastructure. Children, older adults, and those with respiratory conditions will bear the greatest impacts.

The City should not shift additional environmental and public health burdens onto a community that has long carried more than its fair share.

The residents of Sunset Park have spent years asking for safer streets, cleaner air, and a healthier neighborhood. They have not been asking for more trucks.

I urge NYC DOT to reject any truck route changes that would increase truck traffic on 2nd Avenue and 3rd Avenue in Sunset Park and instead prioritize long-overdue safety improvements and public health protections for the community.

[Comment attachment](#)

Public-comment-to-Section-4-13-of-Chapter-4-of-Title-34-of-the-Rules-of-the-City-of-New-York-34-RCNY.pdf

Comment added June 8, 2026 9:05am

- **C L Brown**

C L Brown respectfully submits the following comments on behalf of the Springfield/Rosedale Community Action Association, Inc.

[Comment attachment](#)

120SRCAATruckDesign.pdf

Comment added June 8, 2026 10:15am

- **William Hunt**

Third Avenue is already a zoo, with trucks delivering goods, buses pushing their way through, and utter disregard for laws against double parking by private cars. I've been riding bikes since the 70's, and that road SCARES me. It's a video game, except when you lose, you die, or get a prosthetic arm. Fifth Avenue is wide and has few businesses in long stretches. Turn at Leif Erickson or 65th, and the freeway where it crosses Third.

Comment added June 8, 2026 12:05pm

- **Louis Kilkenny**

Good morning. I am strongly opposed to 45 – 53 ft. Trucks traversing my neighborhood streets. We live in an overwhelmingly residential area and these trucks routinely cause damage to our sidewalks, curbs, overhead power lines and neighborhood vehicles. As the President on SRCAA, I support the creation of offloading sites at designated areas where these trucks can transfer their huge loads to a smaller class of delivery vehicles.

Comment added June 8, 2026 12:09pm

- **Carol Morry**

I oppose the proposed truck route in Bay Ridge. With the many schools and places of worship, this will impact this small town feel . So many older adults and young children crossing 3rd Avenue this will impact us terribly. I also oppose this truck route the air pollution and the noise pollution that this will bring to our environment. Bat Ridge is not an industrial neighborhood and this will impact everyone.

Comment added June 8, 2026 12:52pm

- **Carol Smolenski**

Do not reroute truck traffic onto Third Ave. in Bay Ridge.

I live on 74th Street in Bay Ridge, very near Third Ave. One of the pleasures of living in this neighborhood is the ease of accessing the many small shops along Third Ave. and the friendly pedestrian-friendly vibe. Yes, there is traffic on Third Ave. but it is very slow moving and easy to navigate. I can attest, as an older person, it is easy to cross the street.

This commercial strip is one of the many things that attracted me to this neighborhood to begin with. It is not filled with big box stores, large nationally branded stores, chain restaurants. It has a lovely neighborhood feel to it.

I am horrified by the prospect that this gently flow of traffic will be taken over by trucks newly rerouted as a major thoroughfare, just passing through the neighborhood without serving us in any way. Additional fumes from trucks, noise, and the threat to pedestrians that trucks pose, all of these will negatively our quality of life. We do not need or want that here. Protect us from this misguided plan.

[Comment attachment](#)

I-am-writing-as-a-resident-of-Bay-Ridge.docx

Comment added June 8, 2026 2:17pm

- **Open Plans**

Open Plans writes today in regard to the proposed truck route redesign.

Commercial trucking routes are essential pieces of our transportation network, but such routes cannot come at the expense of safety. Truck routes must have limited impact on residential streets, predictable conditions for all street users, and a focus on safety for pedestrians, cyclists, and drivers. Further details are attached.

[Comment attachment](#)

Open-Plans-69-Testimony-.pdf

Comment added June 8, 2026 4:12pm

- **Camilla Somers**

Please prioritize pedestrian and cyclist safety! More and better options for those on foot or on bikes will reduce congestion for all and make everyone, including drivers, safer. I live in Sunset Park and would love to be able to bike more and drive less with my young son – more bike lanes and safer streets make that possible.

Comment added June 8, 2026 6:32pm

- **Belle S**

As a member of the Sunset Park Community, we cannot have this truck route pass. We have been fighting for 3rd avenue to become safer and more pedestrian friendly for decades. We were even promised these safety measures by DOT a few years ago and they were never implemented even after multiple community workshops and presented street redesigns. The DOT needs to answer to this. This proposed truck routed would move our entire community backwards. There are family that cross this roadway every day in sunset park with schools and playgrounds along 3rd avenue not to mention access to bush terminal park. How many lives have to be lost along this roadway until street safety measures are taken. I urge the city to not pass this measure.

Comment added June 8, 2026 7:35pm

- **Kevin McCaul**

We must reduce air pollution and particulate matter from trucking in Sunset Park and South Brooklyn. There are many schools and playgrounds that are adjacent to Third Ave that are exposed to this pollution. We need road diets, not more trucking, to keep our residents and children healthy.

In addition the greenway from 29th Street should be extended further South as part of a road diet to improve safety for cyclists and pedestrians.

Comment added June 8, 2026 7:43pm

- **Peter Kruty**

Last mile delivery and package delivery from UPS, Fed Ex at 19th St and trucking companies along the water, have already made 3rd Ave almost an impossible roadway to navigate on foot, by bike, or even by car. In what world would yet more truck traffic make this safer or improve the quality of the lives of us who live adjacent to this street?? Are you not aware that this is considered one of the DEADLIEST roadways in all of New York. A public school opened last year at 39th St and 3rd Ave. Giant trucks roaring through is your idea of providing for the safety of these children?? Those of us in Sunset Park who buy from the 39th Street Costco or go to the multi-use Industry City food, recreation and shopping complex, which BTW is LOTS of locals and visitors each day, check the numbers, all have to cross 3rd Ave on foot or by car. Are our lives and our safety of no concern to NYC? The prosperity of our neighborhood is linked to the quality of living and shopping here, giant trucks on 3rd Ave, spewing fumes and endangering the already dangerous crosswalks, will further diminish this. I say this as a parent but also as a business owner in Sunset Park.

Comment added June 8, 2026 7:55pm

- **Deborah Herdan**

As a nurse and volunteer member for safe streets living in CB7 in Brooklyn, I do not support designating 2nd Ave in Sunset Park, Brooklyn, as a truck route. I am opposed because of pedestrians and cyclists who use 2nd Ave to access Brooklyn Army Terminal and the NYC Ferry, NYU Brooklyn, Bush Terminal Park, and Industry City each day. Adding another truck route in this vibrant neighborhood on 2nd Ave will endanger the people living in and coming to visit Sunset Park!

CB 7 is still waiting for safety improvements on dangerous 3rd Ave in Sunset Park. If this is going to be a designated truck-only route, DOT must prioritize the safety of the residents moving across 3rd Ave! I am asking DOT to propose a mitigation plan for CB7 as they did for CB 10!

[Comment attachment](#)

third-ave-wakeman-pl-86-st-may2026.pdf

Comment added June 8, 2026 8:02pm

- **Carl Shea**

As a resident of Bay Ridge I strongly oppose the extension of the 3rd Ave truck route through my community. Aside from the already burdensome level of traffic, this proposal would fundamentally diminish the community, disrupting numerous public events hosted on third avenue, impacting local businesses by making their locations less hospitable, and adding to pollution and traffic on our mixed commercial and residential thoroughfare. Please eliminate the extension of the 3rd ave truck route from any and all DOT development plans.

Comment added June 8, 2026 8:59pm

- **Anonymous**

I would like the city remove heavy truck traffic from Roebling Street to make the area safer for children, families, and pedestrians. There are other streets where trucks can access the Williamsburg Bridge (via Broadway and Grand Street/Borinquen PI) and the BQE (Metropolitan and Meeker Avenue) that do not cut through an already complicated intersection used daily by the whole community, particularly vulnerable populations like school children and elders

Comment added June 8, 2026 9:07pm

- **Julia Cramer**

As a resident of Bay Ridge I strongly oppose the extension of the 3rd Ave truck route. This traffic will burden the community and destroy the local businesses on 3rd Avenue. Additionally, this traffic will disrupt much-needed public events hosted on third avenue and further negatively impact the community by adding to pollution for residents. Bay ridge is already surrounded by highways, the last thi by we need is trucks running through our enclave. I support the elimination of the extension of the 3rd ave truck route from any and all DOT development plans.

Comment added June 8, 2026 9:10pm

- **Anonymous**

I would like to see the city considering removing Morgan Ave between Flushing Ave and the BQE. As both a pedestrian and cyclists, I never look forward to using it but it's the most direct route between Bushwick and Greenpoint. Morgan Ave is an incredibly dangerous roadway, one of the most dangerous truck routes in the city. Change is possible!

Comment added June 8, 2026 9:14pm

- **Kaitlyn Laziza**

I am very disturbed to see this rule amendment suggested. As it is there are too many trucks on 3rd ave. Besides adding additional traffic close to schools and making it more dangerous for our children to walk to school this will make the b37 route even less reliable.

Comment added June 8, 2026 9:16pm

- **Christine Cramer**

I oppose the proposed truck route on 3rd Ave in Brooklyn from Atlantic Ave to 86 ST. Along the route are several schools, a play ground and local shopping. To allow these truck to use route is creating a hazard to the pedestrians. The road is normally overcrowded with cars for various reasons, including avoiding the highway above. The people in these areas already live with pollution from the trucks on the highway, allowing them to use the 3 Ave route increases the risk of sickness. the people have had enough and are tired of allowing the city to ignore the communities in favor of big business. I am in Bay Ridge where the 3 Ave bus is rarely seen and the R train is forever delayed. Now you want to allow trucks to slow the transportation system here to be slower.

Comment added June 8, 2026 9:18pm

- **Rob Adler**

I am writing to oppose the 3rd Avenue truck route expansion in Bay Ridge. Not only is 3rd Avenue already hazardous and overly congested with regular traffic when you're driving, the poor traffic patterns, as they currently are, encourage drivers to make risky decisions that make this corridor dangerous for pedestrians and drivers alike. Pushing more trucks through this clogged artery would be negligent.

Comment added June 8, 2026 9:35pm

- **LK**

We don't need more leeway for giant trucks period, never mind in a 2-lane area with lots of pedestrians, including children. I join in the comment submitted on May 20, 2026, by the 400-500 State Street Block Association regarding the removal of the truck route designation from 3rd Avenue between Atlantic Avenue and Schermerhorn Street.

Comment added June 8, 2026 9:38pm

- **Saadia Khan**

As a resident of Bay Ridge I oppose the extension of the 3rd Ave truck route. Third avenue is already congested and this proposal would diminish community events hosted on third avenue, impact local businesses by creating a less comfortable and relaxing environment. This would also increase pollution along the avenue which is mixed commercial and residential. Please do not change 3rd ave into a truck route.

Comment added June 8, 2026 10:19pm

- **Carmen Rodriguez**

I am a neighbor and join in the 400-500 State Street Block Association's comment presenting why 3rd Avenue between Atlantic Ave and Schermerhorn Street should be removed from the citywide truck route network.

The current route is a safety hazard, particularly for school children and seniors. Ironically, it is located within a Senior Pedestrian Zone, set up to improve safety for senior pedestrians.

The YWCA is right in the middle of this section of 3rd Ave. It provides permanent housing for low-income and formerly homeless women. Many are seniors with mobility issues, including being in wheelchairs. I see them struggling to cross 3rd Ave at State St. to reach the bodega, the most accessible food store for them. This is a needlessly high risk situation.

An elementary school crossing, a concentration of vulnerable older women – this is not a site for a truck route.

Comment added June 8, 2026 10:28pm

- **Anonymous**

Truck traffic on Roebling Street is dangerous and the lane onto the Williamsburg Bridge cuts a park in half. Please exclude the street from the new truck map and reconnect the park.

Not sure why DOT is proposing extending a truck route onto residential streets in Sunset Park, but please keep trucks off of that part of 3rd Avenue.

Comment added June 8, 2026 10:29pm

- **Anonymous**

I join the statement submitted by the 400-500 Block Association , submitted May 20, 2026 to remove the designation of 3 rd Avenue between Atlantic Avenue and Schermerhorn Street as a truck route. Thank you for your attention.

Comment added June 9, 2026 7:01am

- **Anonymous**

The proposed large truck reroute design plan should strongly be reconsidered. It will impact our neighborhood living conditions inclusive of the housing infrastructure & greenery. It will also exasperate the impact we're already dealing with from the vibration of low flying planes.

Comment added June 9, 2026 9:00am

- **Crystal L Brown**

As a resident of the beautiful neighborhood of Brookville, Queens, who has raised my family here since 1987, I enthusiastically support the SRCAA in its recommendation to establish "Limited Local Truck Routes" in Southeast Queens.

Class 7 and Class 8 heavy duty trucks have been driving and parking illegally on our residential streets for years causing significant environmental impact due to air and noise pollution, safety concerns, property damage, severe roadway deterioration, and overall degradation of our quality of life.

The DOT now has the opportunity to begin to honor the intent of Local Law 171. It can finally halt the years of damage by prohibiting Class 7 and Class 8 heavy duty trucks from traversing our residential streets.

Comment added June 9, 2026 9:42am

- **Anonymous**

I am totally against making 3rd Avenue in Brooklyn a truck route. Bay Ridge is a quiet residential neighborhood. It is a family friendly community with children on the streets all day long-going to and from school, going to and from parks, out strolling or shopping with their parents, riding their bikes. The neighborhood is congested enough with trucks double parking to make deliveries. The last thing we need is to have our quiet, peaceful streets disrupted by the roar of giant trucks barreling through at all hours of the day and night. Please do not allow this to go through, the safety of our children is at stake.

Comment added June 9, 2026 9:47am

- **Anonymous**

This proposition is not a wise one. The reality is that there are several schools in the area which this will pose undue strain and stress to parents and neighborhood communities. Children attending these schools will have increased probability of accidents and pedestrian hits. Parking is already an issue and this will increase the level of congestion to a new time high. Third Ave was not meant to be a truck route. The roads are not wide enough in some areas for this level of congestion. This will bring already polluted air to homes housing the elderly, children, schools and outdoor dining venues which will cause a decrease of work life balance for those within the community. Vendors will need to remove outdoor seating, diners will refrain from visiting these establishments, restaurants will fail, and the community will begin to see a decline in a manner unbecoming of the present which is on the rise for the better. This is not a safe or economically sound idea for this community. Fourth Ave is already a mean for trucks to commute on. Let us leave the trucks to Fourth Ave.

Comment added June 9, 2026 9:53am

- **Bob Loblaw**

It looks like the proposed redesign does not in any way address the longterm challenges at Caton Ave south of the Parade Ground. This bucolic, narrow, neighborhood street that connects Flatbush and surrounding neighborhoods with Prospect Park is choked with nonstop traffic from 53' tractor-trailers at all hours of the day. I get that it's a connector between the Prospect Expressway and Linden Blvd. Nonetheless, it's an inappropriate and dangerous use of this space, given the competing needs of local pedestrians, cyclists, and private vehicles. Please resolve this unacceptable situation.

Comment added June 9, 2026 9:55am

- **Henry Smith**

Thank you for the opportunity to comment on the redesign. Please find our comments attached.

[Comment attachment](#)

2026-06-09-LICP-Truck-Route-Redesign-Comments.pdf

Comment added June 9, 2026 10:18am

- **Roxanne J**

As a Bay Ridge resident who lives near Third Ave., I am writing to express my strong opposition to the proposed designation of a truck route along Third Avenue in Bay Ridge, Brooklyn.

This proposal raises serious concerns about air and noise quality in a corridor that is already heavily used by residents, workers, and families. Increased truck traffic would significantly elevate levels of diesel exhaust and other pollutants, degrading air quality and posing real health risks. As someone who has asthma, and as a parent of a child with respiratory issues, I am especially alarmed by the potential for worsening conditions that could trigger symptoms and negatively impact our daily lives.

In addition, the constant presence of heavy trucks would lead to increased noise pollution throughout the day and evening. The sustained engine noise, braking, and vibrations would disrupt both local businesses and nearby residents, diminishing the quality of life in what is currently a vibrant community corridor.

Third Avenue is a vital part of Bay Ridge's identity, supporting small businesses and fostering a walkable environment. Introducing a truck route here would undermine these strengths and place an unnecessary burden on local health and well-being.

I respectfully urge you to reconsider this proposal and explore alternative routes that better protect the community and prioritizes human health.

Thank you for your consideration.

Sincerely,
Roxanne J

Comment added June 9, 2026 10:33am

- **Anonymous**

I am a State Street owner and resident and I join in the comment submitted on May 20, 2026, by the 400-500 State Street Block Association regarding the removal of the truck route designation from 3rd Avenue between Atlantic Avenue and Schermerhorn Street. Crossing 3rd avenue is already very difficult with a stroller and young kids given the current traffic and lack of consideration for pedestrian walkway from most drivers.

Comment added June 9, 2026 10:48am

- **Edlynn Laryea**

I am a neighbour of the school and I join in the comment submitted on May 20, 2026, by the 400-500 State Street Block Association regarding the removal of the truck route designation from 3rd Avenue between Atlantic Avenue and Schermerhorn Street.

Comment added June 9, 2026 11:05am

- **Anonymous**

Second Ave. is a “geometric constraint” in that it is a narrow roadway limited to one lane of traffic and one lane of parking in each direction (North from Sixty-Third street).

It is not clear how DOT plans to address the “geometric constraint” and convert Second Avenue into a street wide enough for safe truck maneuvering and operation.

Community Hospital is located on second Ave right where this proposed truck route is proposed to be placed. There are hundreds of staff & patients arriving from and departing. Staff & patients are required to cross Second Avenue to reach NYULH-B facilities which will create a hazardous condition and a threat to public safety.

Comment added June 9, 2026 11:06am

- **Anonymous**

Community Board 8 always seems to take the worst of changes in the name of bettering a situation. It is disheartening that Community Board 10 was provided with schematics, charts, graphs, and detailed information well in advance, allowing ample opportunity for review and feedback. Why was Community Board 7 not afforded the same level of engagement? It feels as though our community is being pressured into accepting a plan without adequate time or information to properly evaluate its impact.

Second Avenue is already a narrow roadway, with only one travel lane and one parking lane in each direction north of 63rd Street. DOT has not clearly explained how it intends to address these physical limitations to safely accommodate truck traffic.

In addition, hundreds of NYU Langone Hospital staff, patients, and visitors travel to and from the Fourth Avenue subway lines and bus lines and must cross Second Avenue to access hospital facilities- several facilities I may add its not just a hospital the campus has several site including a cancer center first of its kind. Increasing truck traffic on this constrained roadway raises significant concerns regarding pedestrian safety and public welfare. this needs to be reconsidered. What about 1st ave why cant that be an option. Please understand that our community is already taking the brunt of many bad decisions. I am apposed to this 2nd ave truck route and ask that 1st ave be considered.

Comment added June 9, 2026 11:13am

- **Malina Velasquez**

I am deeply concerned and frankly outraged by the lack of transparency surrounding this proposal. Why has Community Board 7 not been afforded the an opportunity to really study this proposal. As always DOT has just checked the box and never fully was forthcoming. They confuse the community with this proposal that proposal. Always say you will circle back and never do. The community should not feel pressured into responding to a proposal with such significant consequences under an abbreviated timeline.

Residents are repeatedly asked to absorb the negative impacts of major transportation and infrastructure decisions, while our concerns seem to receive little consideration. The limited notice provided by DOT does not reflect the seriousness of the proposal or its potential effect on public safety, traffic, quality of life, and access to healthcare services.

Second Avenue is already a constrained roadway, with only one travel lane and one parking lane in each direction. It is also an active bus route and currently experiences substantial truck traffic on a daily basis, often with little visible enforcement. Anyone who spends time on Second Avenue can see that the corridor is already heavily utilized. If conditions are challenging today, it is difficult to understand how formally designating it as a truck route would improve safety or traffic flow.

DOT has also not clearly explained how it intends to address these existing geometric constraints to safely accommodate additional truck traffic. Previous assurances regarding improvements and signage on Third Avenue have not been fully realized, which raises concerns about the implementation and enforcement of any new proposal.

In addition, there is a hospital with patients, visitors, and emergency service personnel travel between the hospital campus and other means of public transportation requiring them to cross Second Avenue daily. Increased truck traffic on this already narrow corridor creates significant pedestrian safety concerns and poses a potential threat to public welfare.

Before moving forward, DOT should provide the community with the same level of information, analysis, and engagement that was provided elsewhere, and should fully evaluate alternative options, including the feasibility of utilizing First Avenue or other corridors, before placing an additional burden on a neighborhood that has already been in the middle of changes that have not alleviated the conditions or improved them. Lets focus on third ave and the lack of signage that currently exists.

Comment added June 9, 2026 11:25am

- **Edwin Ruiz**

As a lifelong resident of this community, I strongly oppose the proposal to designate Second Avenue as a truck route. For decades, I have watched our neighborhood undergo countless traffic and transportation changes that were presented as solutions to improve safety, reduce congestion, and enhance quality of life. Time and again, residents were assured that these changes would benefit the community. Unfortunately, many of those promises have not materialized, and the burden has often fallen on the people who live, work, and raise families here.

Second Avenue is already a heavily utilized corridor. It serves as a bus route, carries significant daily traffic, and is used by trucks despite existing restrictions. The avenue is physically constrained, with only one moving lane and one parking lane in each direction. Residents, seniors, children, hospital staff, patients, and visitors navigate this roadway every day. Adding more truck traffic to an already congested and narrow corridor raises serious concerns about pedestrian safety, air quality, noise, traffic congestion, and emergency access.

What is particularly troubling is the lack of transparency surrounding this proposal. Community members have not been provided sufficient time or information to fully understand the impacts. Major decisions that could alter the character and safety of our neighborhood should not be rushed. Residents deserve meaningful engagement, detailed traffic studies, safety analyses, and the opportunity to participate in the decision-making process before any action is taken.

The community has repeatedly been asked to absorb the negative consequences of projects and transportation changes while receiving few of the promised benefits. At some point, decision-makers must recognize that neighborhoods are not simply corridors for moving traffic—they are places where people live, work, attend school, seek medical care, and build their lives. I also question whether all viable alternatives have been adequately explored. Before imposing additional truck traffic on Second Avenue, DOT should clearly explain why other routes are not being considered and provide objective data demonstrating that this proposal will not compromise public safety.

As someone who has witnessed the evolution of this neighborhood over many years, I believe this proposal represents another example of a solution being imposed on a community without sufficient regard for its real-world consequences. I urge DOT, elected officials, and Community Board 7 to reject the proposed Second Avenue truck route and instead work collaboratively with residents to identify alternatives that prioritize safety, transparency, and quality of life.

Our community deserves better than another experiment with uncertain outcomes

and lasting impacts. Why not 1st ave as an alternative where its manufacturing and a straight run. This 1st ave option has not been mentioned or explored.

Comment added June 9, 2026 11:33am

- **Naeem Hukkawala**

As a parent, homeowner, and long-time resident of Bay Ridge, I think this truck route is a bad idea and should not be allowed. 3rd Avenue is a small street for families, school children, local businesses, residents, and neighborhood stores. Trucks would be dangerous for the children, would clog the street, and would pollute the air with noise and emissions. There are many better, less residential, and bigger roads that can achieve the same need for trucks, but not 3rd Avenue

Comment added June 9, 2026 11:36am

- **Natalie Bump Vena**

I am an assistant professor in the Department of Urban Studies at Queens College-CUNY, and my comments do not necessarily reflect the views of my employer. I am conducting long-term research on environmental justice and quality-of-life issues in Southeast Queens, NY.

I am writing to testify regarding the New York City Department of Transportation's (DOT's) proposed amendment to section 4-13 of Chapter 4 of the Rules of the City of New York to update the citywide truck routes. I would first like to note that the public hearing on these rules should have been hybrid, so that impacted residents could have conveyed their concerns in-person and in solidarity with one another. The decision to disable the Zoom chat during the public hearing unnecessarily prevented community members from communicating with one another and with DOT during the hearing. Moreover, DOT failed to communicate on its rules website that this public hearing would be held exclusively online, sowing confusion and likely impeding testimony from anyone who traveled to 55 Water Street to deliver their testimony. Moreover, to maximize public input, DOT should hold hearings in the evening and on weekends. This hearing was held at 10 AM on a Tuesday morning when most New Yorkers are busy with their jobs.

Today, Class 7 and Class 8 heavy-duty commercial vehicles, including 53 ft tractor trailers, terrorize the Black and brown neighborhoods adjacent to John F. Kennedy International Airport. Inside the JFK industrial business zone and in adjacent communities, government officials have allowed the economic needs of the air cargo industry to trump the health, safety, and dignity of our fellow New Yorkers.

Residents of Springfield Gardens have shown me videos of heavy-duty trucks side-swiping parked cars, breaking tree branches, and pulling down telephone wires, as they squeeze onto residential streets lined with single- and two-family homes. The trucks pound asphalt—that is not reinforced for high-volume freight—into pot-holed rubble. As they bang down the street, Class 7 and Class 8 trucks crack the foundations of homes that manifest hard-fought intergenerational wealth. Combusted diesel fuel poisons the air breathed by children and seniors, cardiac patients and city workers, including those eligible for 9/11-related healthcare. With scant on-airport parking available, massive trucks illegally park on neighborhood streets overnight, ruining park vistas and dangerously obscuring sightlines for drivers and pedestrians.

In Springfield Gardens, residents and community leaders have long pleaded with DOT for relief from the heavy-duty trucks inundating their neighborhood. The truck route redesign is an opportunity to rectify profound injustice.

However, the proposed rules threaten to compound environmental racism, by failing to shield Black and brown Southeast Queens communities from the myriad dangers posed by heavy-duty trucking run amok. I agree with the Springfield/Rosedale Community Action Association that Farmers Boulevard should not be converted into a Local Truck Route between North and South Conduit Avenue and Rockaway Boulevard. The conversion would increase truck traffic down a stretch of Farmers that hosts churches, numerous residences, and an elementary school serving children with special needs.

Furthermore, any redesign must be accompanied by DOT's promise to protect Southeast Queens residents from heavy-duty Class 7 and Class 8 trucks. In Springfield Gardens, the air cargo industry fuels truck traffic. The city should therefore require heavy-duty trucks to off-load their goods onto smaller vehicles at the airport, before transport to the air cargo warehouses that are wrongly located amidst single- and two-family homes. DOT should also restrict truck access on Southeast Queens neighborhood streets by establishing Limited Local Truck Routes that, inexplicably, the agency has only sited in Staten Island. Moreover, DOT must regularly and meaningfully engage with Southeast Queens leaders to identify where to post much needed signage alerting truck drivers of permissible and prohibited routes as well as parking restrictions.

DOT can make the trucking landscape of Southeast Queens less dire and more just. I implore the agency to listen to affected residents and redesign the city's truck routes in a way that prioritizes human health, safety, and dignity over commercial interests.

[Comment attachment](#)

Natalie-Vena-Truck-Redesign-June-8th.pdf

Comment added June 9, 2026 11:42am

- **Community Board 3 SI**

Community Board 3, Staten Island, submits the following comments regarding the proposed amendments to 34 RCNY §4-13 and the Truck Route Network Redesign currently under review by the New York City Department of Transportation.

Community Board 3 recognizes the importance of freight movement to New York City's economy and supports efforts to improve safety, efficiency, and compliance within the truck route network. However, CB3 has concerns about the proposal's potential impact on the South Shore of Staten Island, particularly regarding the Korean War Veterans Parkway.

The Korean War Veterans Parkway has long been viewed by South Shore residents as a commuter roadway and residential buffer, not a freight corridor. CB3 has heard overwhelming concern from residents regarding the possibility of introducing truck traffic onto the Parkway and the concern that future truck route modifications could alter its intended function.

Accordingly, Community Board 3 believes that any proposal involving truck access or other freight-related operational changes to the Korean War Veterans Parkway should be supported by:

- A comprehensive traffic impact study;
- A pavement and infrastructure impact analysis;
- Appropriate environmental review;
- Public hearings and meaningful community engagement

Community Board 3 opposes any action that would designate the Korean War Veterans Parkway as a truck route or otherwise permit regular truck traffic on the Parkway. Any proposal to alter the roadway's existing function should be subject to full public review and a demonstrated need before further consideration.

Thank you for the opportunity to comment on this proposal.

Comment added June 9, 2026 11:58am

- **Julian Martin, Deputy Chief of Staff, CM Brooks-Powers**

Please see testimony attached

[Comment attachment](#)

2026_0609_DOT-Truck-Route-Network-Redesign_CM-Brooks-Powers-Rulemaking-Comments.pdf

Comment added June 9, 2026 12:16pm

- **Helene Onserud**

Greetings,

Sunset Park has been treated for too long as a second-class neighborhood, starting with the construction of the Brooklyn-Queens Expressway, which split it into two parts.

Four years ago, the New York City Department of Transportation undertook a comprehensive community engagement process to redesign Sunset Park's Third Avenue. DOT committed to return to the community with a fleshed-out design following Community Board 7's vote on what was promised as the safest design option, with improved pedestrian infrastructure, better crossings and more lighting, accessibility improvements for bus routes along Third Avenue, and green infrastructure enhancements that would help manage stormwater and local air pollution.

Unfortunately, that plan was left behind. And the proposed truck route redesign will further mire Third Avenue with congestion, pollution, and dangerous truck traffic.

And to add to that: a new truck route on Second Avenue.

As a 40-year resident of Sunset Park, I have been aware of multiple pedestrian and cyclist deaths, one of which, that of a child, I witnessed.

I strongly oppose the designation of Third Avenue as a truck route for all the reasons mentioned above.

Comment added June 9, 2026 12:25pm

- **Brooklyn Community Board 7, Katie Walsh Transportation Chair**

Community Board 7 Brooklyn Sunset Park has historically borne a profoundly disproportionate environmental and public health burden due to our proximity to the Gowanus Expressway and Prospect Expressway. Our children already suffer from elevated rates of respiratory illness driven by fine particulate matter and localized air pollution. The DOT's current proposal merely puts lines on a map to codify high-volume truck delivery patterns without providing the accompanying crosswalks, curb extensions, signal timings, and structural street safety interventions required to protect our families. In our June 8th 2026 CB7 Transportation Committee we summarized that DOT's proposed truck route redesign unacceptably forces our neighborhood to absorb massive commercial truck traffic increases without corresponding safety protection for members of our community, even as nearby Community Board 10 (Bay Ridge) has been given a comprehensive draft mitigation and safety infrastructure plan. Whereas Sunset Park, CB7 gets nothing. The disparity and equity goes against everything this Mayoral administration says that they stand for.

While we understand that Local Law 171 mandates a citywide freight overhaul, the current proposal adds an official truck route designation onto Second Avenue while keeping the existing Third Avenue in CB7 Brooklyn Sunset Park's truck route entirely untouched. Forcing a single community to shoulder two parallel truck routes running through adjacent corridors is unfair to a neighborhood that has historically faced so many environmental and street safety challenges. Here is what we heard from our community board regarding the proposal

1. Lack of action on the Third Avenue Street Improvement Plan: Over two years ago, CB7 approved DOT's framework for "design option 3" a Third Avenue Street Improvement plan, one which would incorporate features such as a road diet, bus accessibility upgrades, and bike lanes designed to address a corridor structurally built for dangerous "super speeders." The DOT has utterly failed to respond to or advance this agreed-upon model. We demand the immediate implementation of the Third Avenue Street Improvement Plan as a precondition to any truck network adjustments. If Third Avenue is maintained as a heavy commercial route, it must be physically reconstructed with robust pedestrian infrastructure and a road diet. 2. Concerns about the Second Avenue Extension: Second Avenue is a narrow corridor relative to other avenues, and directly borders NYU Langone's Brooklyn Medical Campus, operating 15 active ambulances that handle upwards of 150 daily emergency 911 calls. Designating a truck route on Second Avenue encourages heavy commercial traffic in front of this facility, creating potentially catastrophic

safety conflicts, blocking emergency services, and severely endangering patients and staff. We also note that representatives from NYU expressed concern that the DOT failed to seek input from either NYU Langone or the FDNY. 3. Conflict with DOT's own plan to connect the Brooklyn Waterfront Greenway: The proposed Second Avenue truck route directly overlaps with planned and in-construction expansions of the Brooklyn Waterfront Greenway. This is DOT's own missing gap in the Greenway design. CB7 members felt that DOT cannot simultaneously promote active multi-modal transit while routing heavy freight trucks onto the exact same pathways used by cyclists, meaning that DOT must create absolute continuity and physical segregation for the greenway. 3. Commitment to Immediate Interim Safety Measures and Enforcement: DOT's Truck Route report reveals that citywide truck route enforcement, especially in Brooklyn has precipitously declined over the last decade. In Sunset Park, off-route trucks routinely make illegal turns onto narrow residential side streets, endangering pedestrians, damaging parked vehicles, and cracking the structural foundations of residential homes. DOT also fails to maintain some of the most dangerous streets along the existing truck route, such as 60th St and 65th St, where there are both longstanding problems that have not been addressed.

We demand a localized, aggressive enforcement strategy, coordinated with the 72nd Precinct and the Office of Sustainable Delivery to address issues such as . Additionally, the DOT must commit to universal daylighting at all truck-route intersections and resolve its persistent multi-month neglect of existing infrastructure, such as the under-highway lighting from 59th to 63rd Streets which has been completely dark since January.

Comment added June 9, 2026 12:30pm

- **Paul**

I am against the proposed DOT Truck Route on Third Avenue thru the Bay Ridge corridor. I live on 78th street just off third avenue. The avenue is already choked with trucks making necessary deliveries to the businesses on the avenue. There are often double-parked cars when people are shopping in stores on the avenue. Also, third avenue has become a corridor for Ambulances coming and going from and to NYU Langone Hospital. I can hear them loud and clear from my home. Adding a DOT truck route for trucks that have no business dealings in this neighborhood is simply wrong. I oppose this proposal.

Comment added June 9, 2026 12:41pm

- **Anonymous**

I join in the comment submitted on May 20, 2026, by the 400-500 State Street Block Association regarding the removal of the truck route designation from 3rd Avenue between Atlantic Avenue and Schermerhorn Street.

Comment added June 9, 2026 12:52pm

- **sean doolittle**

DO NOT make 2nd or 3rd aves in brooklyn truck routes. DO NOT make roebbling a truck route. DO enforce existing regulations on vehicle size limits in the city. DO PROPOSE stricter vehicle size limits, NO tractor trailers of any size should be driving on city streets to make deliveries to delis.

DO create programs to make deliveries happen in more sustainable ways, such as micro hubs, expanding off hour loading times, expanding one time assistance programs for businesses to purchase smaller vehicles like sprinter vans, bike delivery, more small and local distribution hubs, allow local pickup, etc

Comment added June 9, 2026 1:15pm

- **Anonymous**

Please keep trucks off Metropolitan Ave. Extremely unsafe, I've seen many run red lights dangerously right next to our local elementary school.

Comment added June 9, 2026 1:24pm

- **Jonathan Luftman**

Less 18 wheelers on Graham and other residential streets!

Comment added June 9, 2026 1:25pm

- **Ben**

I am genuinely horrified that this proposal does so little to protect NYC residents from the dangers of 18 wheel trucks on our streets despite all the feedback you received. I also think the information is presented in such a way as to obfuscate the fact that not much is changing for most people. Metropolitan Ave between Graham and Manhattan has a subway entrance and a public school and is a residential area that has seen huge population growth. And this intersection sees 18 wheel trucks break traffic laws on a daily basis, in addition to the noise, danger and pollution they pose to the people that live here. This proposal does nothing to keep those people safe. Trucks will continue to honk, break red lights, speed, park at bus stops and be a general nuisance. DOT needs to articulate a plan to keep these trucks in check on streets like this and greatly limit where they can access. Anything less is just lip service. Very disappointed.

Comment added June 9, 2026 1:32pm

- **Liz Kalina**

I am a Sunset Park resident living near 54th Street and the BQE, and I oppose the proposed truck route designations on Third Avenue and Second Avenue. Our neighborhood already has elevated asthma rates due to proximity to the Gowanus Expressway — adding street-level truck routes directly beneath it will make air quality worse for the people who live and go to school here. Third Avenue is a dense residential and commercial corridor with multiple schools, heavy pedestrian traffic, and a bus route. Two neighbors were killed crossing it last summer, and DOT has yet to deliver on a safety redesign it committed to four years ago. Adding more through-truck traffic to this street before addressing those existing safety failures is the wrong priority. I urge DOT to remove the Third Avenue and Second Avenue Sunset Park segments from this rule.

Comment added June 9, 2026 1:36pm

- **Anonymous**

I live on the intersection of Norman Ave and Guernsey St and my street (Norman) is routinely choked by 18-wheelers, double-parking, honking at each other and generally forcing regular traffic to do outlandish things (including driving on the footpath when the trucks bring traffic to a standstill). These trucks should not be permitted in residential areas. They can very well use Franklin St (the designated truck route) and cameras should be installed to deter this 'shortcut', impacting the lives of the whole community. This is a TPSC zone for a reason.

Comment added June 9, 2026 1:38pm

- **Scott Wolf**

Huge trucks should not be allowed on residential streets

Comment added June 9, 2026 1:39pm

- **Anonymous**

The city has not demonstrated that it is not willing, able or motivated to keep its citizens safe from oversized trucks. There is way too little enforcement of the current routes. The city should address that before expanding the network even further and making life more dangerous for everyone. My precinct, the 104, has given out just two tickets for truck route violations this year, even though I observe these violations every day.

As Streetsblog wrote, this is a citywide issue: NYPD issued just 1,036 truck route violations in the first 11 months of 2024 — which represents a more than 85-percent decrease from the city's 2011 peak. What are these cops doing??

Take traffic enforcement seriously. Save our kids.

Comment added June 9, 2026 1:43pm

- **Aaron**

Please keep large trucks off of residential roads like metropolitan. They constantly run lights, block traffic, and create unsafe conditions.

Comment added June 9, 2026 1:52pm

- **Anonymous**

Almost daily trucks try to make the turn from Degraw street onto Hicks street by the BQE and cannot make it/ smash the car parked on Hicks. I am urging you to please reconsider the way truck move in the area of the Columbia Street and around the BQE.

Comment added June 9, 2026 2:08pm

- **Anonymous**

18 wheelers in our residential neighborhood (Williamsburg Grand st and Metropolitan) creates hazards for pedestrians and bikers, they make massive blind spots and dangerously wide turning radii on narrow streets. Plus noise and exhaust pollution. Manhattan does just fine without these massive trucks as do many cities around the world, why can't we get them off our residential streets?

Comment added June 9, 2026 2:16pm

- **T. Tilley**

I strongly oppose the proposed designation of Third Avenue from Atlantic Avenue to 86th Street as a local truck route. DOT should remove Third Avenue from the proposed amendment, reject the extension south of 65th Street, and begin a public review of the existing truck-route designation through Sunset Park.

Third Avenue already carries an excessive freight burden. It runs directly beneath the Gowanus Expressway and through a densely populated neighborhood containing homes, schools, playgrounds, businesses, bus stops, subway access points and heavily used pedestrian crossings. Residents already experience constant truck traffic, noise, exhaust, illegal parking, blocked intersections and dangerous turning movements. Formally directing additional trucks onto this corridor will intensify those conditions.

This proposal is inconsistent with the stated purpose of Local Law 171, which requires the truck-route redesign to enhance safety, reduce congestion, reduce vehicle miles traveled and improve the functioning of the network. Adding more truck traffic to a constrained neighborhood street beneath an elevated highway does not accomplish those goals. It concentrates multiple transportation hazards in the same place.

The environmental-justice impact is especially serious. Sunset Park already bears the combined effects of the Gowanus Expressway, waterfront industry and heavy freight activity. The City's own health materials identify vehicle emissions as a source of fine particulate pollution and recognize that air pollution can trigger asthma and contribute to heart and lung disease. Routing more diesel trucks beside homes and places used by children would deepen an existing and unequal public-health burden.

Third Avenue also presents basic safety problems for large vehicles. Visibility is limited beneath the expressway. Intersections are complicated by columns, ramps, turning vehicles and curbside activity. Pedestrians must cross multiple conflict points, often with children, strollers or shopping carts. A truck-route designation will normalize and encourage additional large-vehicle movements in conditions that are already hostile to people walking and cycling.

DOT should instead prioritize routes that keep freight traffic as close as possible to the industrial waterfront, limited-access highways and streets designed to accommodate heavy vehicles. The City should publish the truck-volume, crash,

turning-movement, air-quality and route-comparison data used to select Third Avenue, including an analysis of alternatives involving Second Avenue and direct access to the Gowanus Expressway. No designation should proceed without a corridor-specific environmental-justice and pedestrian-safety assessment developed with Sunset Park residents.

I request that DOT:

1. Remove the proposed extension of the Third Avenue local truck route from 65th Street to 86th Street.
2. Reconsider the existing Third Avenue truck-route designation between Atlantic Avenue and 65th Street.
3. Conduct and publish a cumulative environmental-justice analysis for Sunset Park.
4. Identify an alternative freight route that prioritizes industrial streets and highway access over residential exposure.
5. Return to Community Boards 7 and 10 for meaningful consultation before adopting any Third Avenue truck-route changes.

Sunset Park should not be treated as the path of least resistance for citywide freight movement. The neighborhood already carries more than its fair share of transportation infrastructure and pollution. DOT should reduce that burden rather than formally expanding it.

Comment added June 9, 2026 2:27pm

- **Linda M. Baran**

Testimony by Linda M. Baran, President & CEO of the Staten Island Chamber of Commerce

New York City Department of Transportation

Notice of Public Hearing and Opportunity to Comment on Proposed Rules

Re: Truck Route Modernization

* See attached

[Comment attachment](#)

SICC_Truck_Route_Testimony-5.29.26.pdf

Comment added June 9, 2026 2:37pm

- **Anonymous**

This proposed rule should not be implemented. The proposed truck route redesign will further mire Third Avenue with congestion, pollution, and dangerous truck traffic. This redesign unfairly impacts Sunset Park and people who need to cross or walk on 3rd Avenue. People keep getting hit and killed there and there are schools on and near 3rd Avenue, too. It does not seem consistent with Vision Zero and is definitely not reflective of a public process that allows the community to weigh in. Sunset Parkers want safer streets, cleaner air, and fewer trucks on our roads.

Comment added June 9, 2026 2:41pm

- **Maya**

Metropolitan Ave between Union and Bushwick is not an appropriate truck route. The two lane road means that a truck pulling over slows traffic in both directions for blocks. Further, trucks consistently fail to make it across Graham Ave before the light changes and end up blocking the intersection. This is a highly pedestrian zone, it is dangerous and the noise and air pollution are much worse than other parts of the neighborhood.

Comment added June 9, 2026 2:43pm

- **Anonymous**

Please reroute trucks on metropolitan between Morgan and meeker down Morgan to connect with bqe ... there is no reason for trucks between Morgan and meeker on metropolitan

That stretch has many pedestrians and has become more and more residential over the last 20 years

Would be a huge improvement in quality of life for thousands of New Yorkers

Comment added June 9, 2026 2:54pm

- **Hunter Armstrong , Brooklyn Greenway Initiative**

Brooklyn Greenway Initiative (brooklyngreenway.org) has been advocating for over 20 years for completion of the 29-mile waterfront greenway. For years, Sunset Park has been very underserved with no completed greenway. Fortunately that was just addressed in part through completion on a new Greenway on Third Ave, Hamilton to 29th Street. It will connect to a future Greenway on Second Ave. We are disturbed to learn that these areas with heavy foot and bike traffic are being considered for Truck Routes. This is already unsafe area for people walking and rolling, and we worry that the truck routes will make things even worse. As laid out in Local Law 171, we urge this proposal to better align with Vision Zero goals, support industrial and commercial needs, and reduce the burden of truck traffic on residential neighborhoods, where possible.

Comment added June 9, 2026 2:54pm

- **Mark McMillan**

Please see attached.

[Comment attachment](#)

Testimony-Local-Law-171-Truck-Route-Network-Redesign-060926-F.pdf

Comment added June 9, 2026 3:06pm

- **Anonymous**

Third Avenue is already extremely dangerous for pedestrians who use it heavily to cross from the subway on 4th ave to NYU Langone, NYC Ferry, BAT, schools, day cares, funeral homes, shopping, restaurants, etc on 3rd and 2nd ave, including many tourists and visitors to Bush Terminal and Industry City. I live half a block from 3rd ave in Sunset Park and my house vibrates regularly from the truck traffic on the BQE. Increasing truck traffic on 3rd Ave would further lower Sunset Park residents' quality of life and would actively endanger the lives of everyone who tries to shop, eat, and seek medical attention in Sunset Park.

Comment added June 9, 2026 3:22pm

- **Southwest Brooklyn Industrial Development Corporation (SBIDC)**

For nearly 50 years, SBIDC has been a trusted partner of local businesses, the city, and community residents in advancing a working waterfront for all in Southwest Brooklyn, covering the Industrial Business Zone (IBZ) in the neighborhoods of Sunset Park, Gowanus, and Red Hook. Our mission is to maintain the waterfront's historic and vital industrial base, helping local businesses take part in the modernized industrial economy.

In accordance with Local Law 171, the DOT has created a modernized network that accommodates the significant changes to goods movement and freight flows since truck routes were last designed in the 1970s. Since 2019, the number of goods moved through New York City has increased by nearly 40% as consumer habits have adjusted and online shopping has surged. SBIDC is writing today to express support for the redesign of Sunset Park's updated local truck routes. These include the addition of 2nd Avenue between 58th Street and 29th Street and 29th Street between 2nd and 3rd Avenues.

The Southwest Brooklyn IBZ has become a major hub of logistical operations and freight transfers in New York City, in part due to its central location, existing industrial infrastructure, and proximity to major distribution routes. Within the Southwest Brooklyn IBZ, 2nd Avenue is one of the largest geographies that contribute to "trip generations" not currently along a local truck route. Industrial businesses need clear guidance and rules to thrive, and formalizing this road section of the IBZ as a truck route will maintain Sunset Park as a central site of the local industrial economy, maintaining quality industrial jobs in the community. Facilitating the flow of goods is a key strategy for the city to maintain its industrial base and ensure its resiliency.

This road network redesign provides benefits to businesses and consumers, as well as residents of Southwest Brooklyn. By right sizing the Southwest Brooklyn IBZ's truck routes, businesses will more easily be able to keep trucks off local residential streets, reducing the safety risk for pedestrians and cyclists in Sunset Park.

In addition to supporting the redesign of Southwest Brooklyn IBZ's truck route network, SBIDC hopes to work with the DOT and local stakeholders on the following initiatives:

- Ensuring proper enforcement of truck routes in Southwest Brooklyn to ensure that nearby residential streets are not used as truck

thoroughfares.

- Dedicating capital funding to streetscape improvements along new truck routes to emphasize street safety.
- Continuing to serve as a convener of local businesses and community stakeholders to evaluate a redesign of nearby Third Avenue, at the DOT's request.

To keep Southwest Brooklyn as a key site of distribution and goods movement, SBIDC encourages DOT to adopt the new truck route network redesign, while continuing to promote street safety and truck route enforcement.

[Comment attachment](#)

Signed_Truck-Route-Redesign-Testimony.pdf

Comment added June 9, 2026 3:31pm

- **Jory Hansen**

Truck traffic needs to be removed from Caton Avenue. This is a small street with one traffic lane in each direction, constantly choked with trucks. During the day, when traffic is heavy, they and other cars often form a solid line up and down the street, blocking intersections and crosswalks, directly endangering pedestrians. Overnight and in the early mornings, when traffic is light, they fly up and down the street often far in excess of the speed limit. They spew air pollution onto the baseball and soccer fields of the Parade Ground, which are in near-constant year round use, and the schools and homes opposite them. Living on Caton, I routinely see crashes involving these huge trucks. Nobody who spends any amount of time on this street would think it a fitting place to send trucks.

I realize that Caton is far from the only truck route that is ill-suited for the purpose. Ideally, large trucks shouldn't be entering the city at all, but that would require a costly and long-term reconfiguration of freight infrastructure. In the meantime, I would urge the city to work to reduce truck routes across the city and consolidate truck traffic as much as possible outside of highly populated neighborhoods. Streets like Caton, passing through heavily residential neighborhoods with parks, schools, homes, and little else are not appropriate routes for large, noisy, polluting, and above all, dangerous trucks.

Comment added June 9, 2026 3:52pm

- **Elisabeth P.**

As a community member that lives near the proposed truck route on 3rd Avenue, I strongly oppose this plan. 3rd Avenue is already highly congested with cars, buses, and small delivery trucks. An increase in trucks pose safety concerns for children walking to and from school along this route. Increased truck traffic would cause a decline in air quality, which already is poor due to the Gowanus Expressway.

Comment added June 9, 2026 3:57pm

- **Ahmad Perez**

On behalf of UPROSE, we write to express our strong opposition to the New York City Department of Transportation's proposed amendments to the City's Truck Route Network.

As Brooklyn's oldest Latino community-based organization, UPROSE has spent decades fighting for environmental justice, public health, climate resilience, and equitable economic development in Sunset Park. Throughout that history, our community has disproportionately borne the burdens of regional infrastructure, freight movement, industrial activity, and environmental pollution while generating immense economic value for New York City. The proposed truck route redesign continues that pattern.

Local Law 171 directed the Department to redesign the truck route network in a manner that supports safety, sustainability, and more equitable freight movement. DOT has stated that the redesign seeks to better align with Vision Zero goals, support industrial and commercial needs, and reduce the burden of truck traffic on residential neighborhoods where possible. The proposed redesign fails to achieve those goals in Sunset Park.

Instead, it would increase truck traffic along corridors that are already among the most congested, polluted, and dangerous in our neighborhood. Most concerning, the proposal would further burden Third Avenue while introducing a new truck route along Second Avenue, concentrating additional freight activity in a community that already bears an outsized share of New York City's freight infrastructure.

This proposal is particularly troubling given DOT's history on Third Avenue. Four years ago, DOT committed to an extensive community engagement process regarding the future of Third Avenue. Following Community Board 7's vote on what was presented as the safest design alternative, the Department committed to returning with a comprehensive redesign that would improve pedestrian safety, enhance crossings, increase lighting, improve transit accessibility, and incorporate green infrastructure improvements. That redesign never materialized.

In the years since, Sunset Park residents have continued to live with the consequences of inaction. Last summer, two more community members lost their lives on Third Avenue. Yet instead of advancing long-promised safety improvements, the Department is now proposing a truck route redesign that would place even greater pressure on the corridor.

The proposal is also inconsistent with the community vision established through the Green Resilient Industrial District (GRID) 2.0 Plan. Developed through years of community engagement and planning, GRID 2.0 calls for transportation justice, alignment of infrastructure investments with community priorities, prioritization of pedestrian access and safety, and increased use of alternative, non-polluting transportation and freight options. The plan explicitly seeks to reduce environmental health disparities and align transportation investments with a just transition for Sunset Park.

Adding truck traffic to Third Avenue and establishing additional truck routes through Sunset Park moves the neighborhood further away from these objectives. It increases exposure to diesel emissions in a community already facing significant environmental health burdens. It undermines efforts to create safer streets. And it reinforces a longstanding pattern in which Sunset Park is expected to absorb the impacts of citywide freight demand without receiving corresponding investments in safety, public health, or environmental mitigation.

Sunset Park is not opposed to industry. Our community has consistently fought to preserve maritime and industrial uses, good union jobs, and working waterfront infrastructure. Indeed, GRID 2.0 recognizes the critical role that industrial and maritime activity will play in New York City's clean energy transition. But a just transition requires that freight planning be guided by environmental justice principles and community well-being—not simply by the movement of goods.

We therefore urge the Department to reject the proposed truck route expansions affecting Sunset Park, remove the proposed new truck route along Second Avenue, and reconsider changes that would increase truck traffic along Third Avenue. We further urge DOT to fulfill its outstanding commitment to the community by advancing the long-promised Third Avenue safety redesign and to align future freight planning efforts with the transportation justice goals established through GRID 2.0 and other community-led planning initiatives.

For too long, Sunset Park has been asked to shoulder a disproportionate share of the City's polluting infrastructure and transportation burdens. The truck route redesign presents an opportunity to chart a different course. Unfortunately, the current proposal repeats mistakes of the past rather than advancing the equitable, community-centered future that New Yorkers have been promised.

Thank you for your consideration.

[Comment attachment](#)

2026-06-09-Truck-Route-Redesign-Comments.pdf

Comment added June 9, 2026 4:02pm

- **Ahmad Perez**

On behalf of UPROSE, we write to express our strong opposition to the New York City Department of Transportation's proposed amendments to the City's Truck Route Network.

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In the years since, Sunset Park residents have continued to live with the consequences of inaction. Last summer, two more community members lost their lives on Third Avenue. Yet instead of advancing long-promised safety improvements, the Department is now proposing a truck route redesign that would place even greater pressure on the corridor.

The proposal is also inconsistent with the community vision established through the Green Resilient Industrial District (GRID) 2.0 Plan. Developed through years of community engagement and planning, GRID 2.0 calls for transportation justice, alignment of infrastructure investments with community priorities, prioritization of pedestrian access and safety, and increased use of alternative, non-polluting transportation and freight options. The plan explicitly seeks to reduce environmental health disparities and align transportation investments with a just transition for Sunset Park.

Adding truck traffic to Third Avenue and establishing additional truck routes through Sunset Park moves the neighborhood further away from these objectives. It increases exposure to diesel emissions in a community already facing significant environmental health burdens. It undermines efforts to create safer streets. And it reinforces a longstanding pattern in which Sunset Park is expected to absorb the impacts of citywide freight demand without receiving corresponding investments in safety, public health, or environmental mitigation.

Sunset Park is not opposed to industry. Our community has consistently fought to preserve maritime and industrial uses, good union jobs, and working waterfront infrastructure. Indeed, GRID 2.0 recognizes the critical role that industrial and maritime activity will play in New York City's clean energy transition. But a just transition requires that freight planning be guided by environmental justice principles and community well-being—not simply by the movement of goods.

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Thank you for your consideration.

[Comment attachment](#)

2026-06-09-Truck-Route-Redesign-Comments-1.pdf

Comment added June 9, 2026 4:03pm

- **Lauren Newman**

While I am not a resident of Williamsburg's Southside, I have spent considerable time working alongside our partners at El Puente to advance the Southside People Over Pavement campaign, a joint effort between El Puente and Transportation Alternatives. As Transportation Alternatives' Youth & Schools Organizer, I work to create safer streets for young people and families, and this campaign is centered on making the neighborhood's streets safer, healthier, and more welcoming for the thousands of students, seniors, and residents who rely on them every day.

Roebling Street is a critical piece of that vision. One of the campaign's key goals is to permanently close the Roebling Street on-ramp to the Williamsburg Bridge, reconnecting Continental Army Plaza and the adjacent playground into a unified public space where community members can gather, play, and travel safely. That vision becomes significantly more difficult to achieve if Roebling Street remains designated as a truck route.

This year, El Puente secured an Open Street on Roebling Street every Saturday from June through October, demonstrating the community's desire for people-centered public space and offering a glimpse of what is possible when streets are designed for residents rather than through-traffic. We believe this reallocation of space will bring substantial benefits to Southside families and everyone who moves through the neighborhood.

We urge you to remove Roebling Street from the proposed truck route network. Trucks already have alternative routes to access both the Williamsburg Bridge and the BQE via Broadway, Grand Street/Borinquen Place, Metropolitan Avenue, and Meeker Avenue. Directing truck traffic to those corridors would avoid funneling large vehicles through an already complex intersection that serves as a daily crossing point for students, seniors, and other community members. The Southside deserves streets that prioritize safety, public space, and quality of life—not additional truck traffic.

Comment added June 9, 2026 4:10pm

- **Zoe**

Please see the attached letter for my full comments. In summary:

Residents have been raising these concerns with DOT since June 2024, including testimony at CB2 meetings and engagement with Council Member Lincoln Restler and Assemblymember Jo Anne Simon's office

1. Structural Damage to Historic Buildings from Truck Traffic on Front Street, Brooklyn

Front Street runs through one of New York City's most intact 19th-century streetscapes. My building, constructed in 1895, is a historic brick structure whose foundations were not engineered to withstand the vibration loads generated by modern heavy freight vehicles.

2. Charter Bus Incursion, Idling, and Obstruction in the DUMBO/Fulton Ferry Historic District

The proposed rule does not adequately address the use of these same roadways by charter buses, which are a separate but equally damaging problem. Charter bus tourism should be managed at the perimeter of the historic district, not within it.

[Comment attachment](#)

TruckRoute.docx

Comment added June 9, 2026 4:19pm

- **Barbara E. Brown**

Please see the attached comments of the Eastern Queens Alliance, Inc.

[Comment attachment](#)

EQA-Comments-DOT-Redesign.pdf

Comment added June 9, 2026 4:27pm

- **Dan Kaminsky**

Sunset park already deals with a disproportionate burden of trucks, and with them added consequence in terms of health, traffic violence, pollution and noise impacts, among other concerns. Adding in an additional truck route to second avenue would exacerbate these concerns. As a resident here I hope DOT will not only not add a second avenue truck lane, but also commit to third avenue safety improvement.

Comment added June 9, 2026 4:30pm

- **A.T.B**

They are dangerous, space hogging road destroyers that should stay on larger thoroughfares thru the final mile. They already break the rules! And I bet they regret it when they get stuck behind someone double parked on a side street.

Comment added June 9, 2026 4:34pm

- **Robert Enright**

As a neighbor, I submit my comment in objection to the proposed NEW truck route along 2nd avenue in Brooklyn. The most likely outcome includes a neighbor dying in an ambulance.

The NYU Langone Hospital – Brooklyn Emergency Department has its entrance on 2nd Avenue between 55th St and 56th St. At all hours of the day this block is frequently the site of minor traffic backups due to large ambulance volume and a bus stop on the opposite side of the street. Like many of my neighbors, I find ambulance use on this block acceptable and I find the minor traffic delays a reasonable cost to allow my neighbors to access emergency medical care. Many passenger vehicles pass through this block by weaving around ambulances—an option that is not physically reasonable for trucks. Adding trucks to this road will dramatically slow ambulance speeds. Please do not create a situation that causes someone to die in an ambulance stuck behind a truck that cannot make it through the block in front of a hospital.

Please also listen to our neighbors and community board members who speak so eloquently about the increases to air and noise pollution that are also inevitable.

Comment added June 9, 2026 4:46pm

- **Barbara E Brown**

As a long-time resident of the Brookville community in Southeast Queens, located immediately adjacent to JFK International Airport, I urge the DOT to review its recommendations with a focus on reducing the negative impacts of truck traffic on vulnerable residential communities.

We experience all of the harms and risks associated with being near an airport. While aviation adds convenience to the transportation industry, airports add negative environmental impacts to those who live within five to ten miles of them. JFK International Airport certainly falls into this category. Its ever-growing air cargo industry, both on and off airport, only adds to the detrimental impact that it has on the community, i.e., elevated noise levels and high rates of airborne particulate matter, greenhouse gases and volatile organic compounds VOCs (volatile organic compounds). Our communities are at higher risk for developing respiratory illnesses and health complications related to air and noise pollution than those that are not situated near airports. This poses a major Environmental Justice issue to community residents making them more susceptible to adverse health effects.

It is imperative that the DOT review its recommendations with a view towards not increasing the unhealthy effects of the airport and its air cargo business on our neighboring communities. Any truck routes associated with the streets and roads in Brookville need to be classified as Limited Truck Routes to prevent heavy duty trucks from rumbling through our streets!

Comment added June 9, 2026 4:59pm

- **Barbara N.**

Third Avenue is already too congested with cars and delivery trucks at all hours of the day, 5 days of the week. It's dangerous resulting in not enough room to drive safely when lanes are blocked with double parking and deliveries. Not even to mention the extra air pollution. Bay Ridge is a small community that is desperately trying to hold on to a family oriented environment, please help us maintain this.

Comment added June 9, 2026 5:09pm

- **Alexa Avilés**

As the New York City Council Member for District 38, I am providing comment on the Department of Transportation's (DOT) proposed redesign of the truck route network.

The city's truck route network has not been redesigned since the 1970s. In the decades since, our city has seen major changes to our streetscape, from the rise of the e-commerce to changes in neighborhood composition from industrial to residential. Our residents have seen heavy-duty trucks drive through their neighborhoods, blocking intersections, contributing to traffic, and damaging vehicles.

As the Council Member who proposed the legislation that requires DOT to update to the citywide truck route, I believe any redesign of the truck network should reduce truck traffic on local roads, improve pedestrian and cyclist safety, and reduce pollution — not just changes to the truck route itself, but also a commitment to street safety enhancements and concrete plans for enforcement.

My comments below detail my office's views on the plan. Our comments first address in-district changes to the truck route network, including 1) DOT's proposal to complete the New Utrecht Avenue truck route, 2) the addition of 2nd Avenue to the city's truck route network, and 3) the omission of Red Hook from the truck network redesign and leaving the status quo. Last, I describe the need for more clarity regarding street safety improvements and enforcement of the proposed truck route network.

First, DOT's proposed redesign of the truck route adds additions to the New Utrecht Avenue truck route in my district. This addition codifies a portion of the truck route that has essentially already been used as a truck route, and we have indication from Brooklyn Community Board 11 that they support this addition. For this reason, I support this proposed change to the truck route network, and urge improvements to truck route enforcement, which I outline in later portions of my comments.

Second, DOT's proposed redesign also includes adding 2nd Avenue from 29th to 58th Streets as a truck route. This stretch of 2nd Avenue route includes sensitive land uses, including the NYU Langone Medical Campus. Furthermore, the DOT report does not address the planned addition to the Brooklyn Greenway that will run along 2nd Avenue from 29th to 39th Streets once the Greenway is implemented, and how the addition of a truck route on 2nd Avenue would impact cyclists' safety.

Moreover, the plan maintains the existing truck route on 3rd Avenue – meaning there would be two parallel truck routes immediately next to one another. Given concerns regarding traffic, safety, and air quality, I oppose putting two parallel truck routes right next to each other. DOT should remove 3rd Avenue as a truck route. Furthermore, to avoid complications with the medical campus, DOT should reconsider the stretch of 2nd Avenue that runs along the NYU medical campus. For example, a truck route could run on 2nd Avenue between 65th and 58th Streets, turn west on 58th Street, run along 1st Avenue through 39th Street, and then resume on 2nd Avenue between 39th and 29th Streets.

Third, I also want to raise concerns regarding the omission of Red Hook in the Department's redesign proposal. Red Hook is a hotspot for last-mile facilities: more than 20 percent of vehicles on Red Hook streets are trucks and commercial vans. Currently, Van Brunt Street is a truck route with many conflicting uses of the road: there is a school bus route, an MTA bus route, a shared bike lane, and a main business corridor for the neighborhood. This plan does nothing to address these conflicting uses of a main throughfare in this neighborhood. I urge the DOT to examine the proliferation of last-mile facilities and deliveries in Red Hook, consider the role of blue highways in shaping our city's truck network, and make sure this community is included in redesign of the truck route network.

Last, I urge DOT to include concrete plans to improve street safety infrastructure and enforcement in current and proposed truck routes. Any changes to the truck route will require an expansion of street safety infrastructure, including improvements to traffic signals, street lighting, crosswalks, and daylighting design. I would like to see more from DOT about how these street safety infrastructure components will be included in the redesign of the truck route. While the report states the DOT has these tools at their disposal, the Department does not commit to how these tools will be used on proposed routes. Each proposed route should have a corresponding commitment around street safety infrastructure. This will not only improve street safety, but will also build trust in communities who have dealt with unsafe streets for far too long.

I also would like to see more from DOT regarding the role of enforcement. The DOT's report shows a decrease in enforcement regarding truck route violations across the city over the last decade. The report also makes mention of the Department's new Department of Sustainable Delivery (DSD), and its role in improving route compliance. Furthermore, as mentioned above, some of the streets being proposed for truck routes already function as truck routes – suggesting that

enforcement of the truck network has been an issue for DOT and NYPD. Moving forward, we want to understand more about how DOT's DSD will play a role in enforcing the truck route network, including the timeline when key elements of enforcement will be activated, including independent ticketing authority of DSD. We also want to know more about the siting of Target Enforcement Zones as outlined in the DOT report, how the DOT and NYPD plan to enforce those zones, and what levels of staffing will be required for enforcement by borough.

This is a moment to think creatively and comprehensively about how we use our city's streets. This current proposal from DOT falls short of that vision. Without key elements like safety enhancements and enforcement plans included in DOT's proposal, communities may be hesitant to support these proposed changes. I urge DOT to keep in mind the goals of reducing traffic in local roads, improving pedestrian and cyclists safety, and reducing pollution when considering the redesign of our city's truck network.

I remain a partner in this work, and look forward to the continued discussion as my legislation is implemented.

[Comment attachment](#)

6.9.26-AA-Comments-DOT-Truck-Route-Redesign.pdf

Comment added June 9, 2026 5:09pm

- **Tyler Robinson**

I live on Metropolitan Avenue between Lorimer Street and Leonard Street. While Metropolitan Avenue may historically have functioned as a freight corridor, today it is also one of the most heavily used pedestrian and residential corridors in Williamsburg. Residents, families, cyclists, transit riders, and local businesses share the street with large tractor-trailers and heavy commercial vehicles throughout the day and night. The resulting noise, vibration, congestion, and safety concerns have a significant impact on quality of life. I urge DOT to examine whether Metropolitan Avenue should continue carrying the same level of heavy truck traffic and to explore alternative freight routes that place less burden on residential neighborhoods.

Comment added June 9, 2026 5:13pm

- **Nicholas Azadian**

Sunset park has an over abundance of trucking and certainly more than our fair share. As a result we suffer a greater amount of pedestrian deaths along 3rd Avenue. The dot in conjunction with our council members office has compounded the problem by both apathy and ineptitude. The council members bill added more trucking and the dot largely disengaged from productive conversations with the community. At this point I'm not sure why we have a dot or council member as between the two of them they only seem to make this problem worse. The city needs to re-evaluate the truck routes thru and abutting south brooklyn, redirect to less trafficked thoroughfares outside of the neighborhood. Further improvements to 3rd Avenue are needed to further avert traffic fatalities. Finally, the dot should engage the community in a real and tangible way with openness as to the issues and proposed solutions. Spokespeople and etc are not needed but the actual civil engineers reviewing the traffic studies with real data. It's a big city but at the end of the day the city and its various departments need to actually work for the people they represent, rather than what ever they are currently doing. I have lived in the neighborhood for over 10 years and between the dot and the various elected officials there is generally only talk without any action and the issue only garners attention when people die. It is clear to me that this is not a priority for those entities and reflects what elected officials and the dot think of my neighborhood.

Comment added June 9, 2026 5:35pm

- **Jamie Fried**

Sunset Park's waterfront has a major ferry station, a large academic hospital, and a massive commercial center (industry city), all of which draw high levels of pedestrian traffic and cyclists. Making both second and third avenues in sunset park truck routes will make an already dangerous area even more dangerous for commuters and shoppers. Please consider interventions to reduce truck traffic near the hospital, industry city, and near the ferry station

Comment added June 9, 2026 5:45pm

- **Katherine**

Tractor trailer traffic is causing congestion, safety and health issues on Metropolitan Avenue. Metropolitan Avenue should not be used as a truck route to and from the BQE. This is a residential neighborhood with schools and a playground. The intense morning and evening truck traffic is negatively impacting our neighborhood for pedestrians, cyclists, other drivers, and all the children that live and go school in this area. All tractor trailers and should be re-routed through the industrial zone (Vandervoort Ave and Meeker Ave).

Comment added June 9, 2026 6:23pm

- **Anonymous**

Please remove all trucking routes through sunset park – regardless of whether they be on 3rd Ave or 2nd Ave. The highly residential neighborhood is burdened by the truck routes due to smog and increased safety issues. Additionally, as a predominantly immigrant neighborhood, some of the most vulnerable populations of the city are subject to these burdens.

Comment added June 9, 2026 7:06pm

- **Sayre**

We are a bottle necked neighborhood. As a resident of Sunset Park for 25 years – the increase of pedestrian friendly has been great for the neighborhood. With these changes- the decrease of car lanes on both 3rd and 4th Ave from 3 lanes to 2 has put a significant strain on the neighborhood with volume squeezing its way through this narrow corridor from south Brooklyn. Sunset Park has spread its wings to the west side of the BQE with schools , more hospital/medical services down at both Langone Lutheran and the Nets Facility, Industry City, the waterfront park , Brooklyn Made... the list keeps growing. The traffic on 3rd Ave is already at its max, We can't handle an increase of truck traffic. We are maxed out.

Comment added June 9, 2026 7:09pm

- **Samantha Salas**

I am a mom of 2 kids and one of them attend MS50 middle school. The fact that we have a truck route on Roebling ST in Brooklyn, 11211 is terrifying. There are so many school in that area, this make the air quality horrible. This also can be an high accident area. This needs to change or at least controller the amount that goes through with specific timing or something.

Comment added June 9, 2026 7:16pm

- **Heather Berry**

As a driver, pedestrian and cyclist and long time Sunset Park resident, I am against the increase in truck traffic on 3rd avenue. There is a middle school on 3rd that many kids commute to and many have to cross 3rd avenue. I believe NYC should be doing more to make the city pedestrian-friendly and do more to help us all share the roads well, and believe the increased truck traffic on 3rd avenue is not in the best interest of our community.

Comment added June 9, 2026 7:38pm

- **George K**

I strongly oppose the NYC DOT proposal to designate Third Avenue in Bay Ridge as a truck route.

Third Avenue is already one of the busiest and most congested corridors in our neighborhood, serving local businesses, residents, pedestrians, schools, and houses of worship. Unlike wider arterial roads, Third Avenue is only a single travel lane in each direction. Even under current conditions, traffic frequently backs up due to double-parked vehicles, delivery trucks, rideshare pickups, and routine local activity. Adding more truck traffic to an already constrained roadway would only worsen congestion and create additional bottlenecks throughout the neighborhood.

Bay Ridge is a residential community. Many families live directly along Third Avenue and the surrounding side streets. Increased truck traffic would mean more diesel exhaust, more noise, more vibration affecting nearby buildings, and greater danger for pedestrians crossing the street. Residents should not be forced to sacrifice their quality of life simply to provide a shortcut for commercial vehicles.

The proposal would also negatively impact local businesses. Third Avenue's commercial district depends on a walkable environment where customers feel comfortable shopping, dining, and spending time. A steady stream of large trucks navigating a narrow, congested roadway would make the corridor less attractive, less safe, and less welcoming for both residents and visitors.

From a practical standpoint, Third Avenue is simply not well suited for heavy truck traffic. The street is lined with businesses that rely on curbside loading and customer parking, resulting in frequent double-parking throughout the day. Traffic is routinely reduced to a crawl as drivers maneuver around stopped vehicles. Introducing additional trucks into this environment would increase delays not only for motorists but also for buses, emergency vehicles, and local deliveries.

Bay Ridge already bears its share of transportation impacts due to its proximity to major highways and freight routes. Rather than directing additional truck traffic through the heart of a residential neighborhood, the city should focus on keeping trucks on existing highway infrastructure and industrial corridors that are designed to accommodate them.

I urge NYC DOT to reject this proposal and preserve Third Avenue as a neighborhood commercial and residential street, not a truck route. The health,

safety, and quality of life of Bay Ridge residents should take priority over the convenience of through-truck traffic.

Comment added June 9, 2026 7:55pm

- **Kirstin Beach**

It is deeply troubling that instead of enforcing compliance with truck routes and focusing on public safety, this proposed rule would instead simply broaden the truck route network. The truck route in my neighborhood of Ridgewood Queens is designated to be Fresh Pond Road, and would continue to be under this rule. However, trucks routinely drive through neighboring streets with no enforcement action. Drivers are reckless, with no traffic enforcement or penalties for speed, driving erratically or making dangerous maneuvers in school zones. DOT should re evaluate its entire approach to prioritize safety and increase enforcement.

Comment added June 9, 2026 8:00pm

NYCDOT- Metropolitan Avenue Single Lane Closures August 24th to September 18th

From McKenzie, Chery

Date Mon 8/17/2026 11:39 AM

To McKenzie, Chery

 1 attachment (980 KB)

Metropolitan avenue Single Lane Closures -August 24 to September 18th_.pdf;

Dear Stakeholders,

On **Monday, August 24th, 2026, and intermittently through Friday, September 18th, 2026**, the NYCDOT Division of Bridges will continue conducting maintenance on the Metropolitan Avenue Bridge over Newtown Creek. Single lane closures will take on the Queens-bound direction **from 11:00 p.m. to 5:00 a.m.. The Brooklyn-bound travel and bike lane will not be affected. The Queens-bound bike lane will be closed to cyclist.**

Please see attached notice for additional information.

This work is subject to weather Condition.

There will be no work on Monday, September 7th, 2026, in observance of the Labor Day Holiday.

Maritza Cortaza

Community Coordinator | Division of Bridges

New York City Department of Transportation

Monday /Thursday WFH days





Mike Flynn, Commissioner

Metropolitan Avenue Bridge Over Newtown Creek

Community Board No. 1k & 5Q

Brooklyn, Queens

August /September 2026



your city. your needs.
your number

Extended

Important Notice

On Monday, August 24th and intermittently through Friday, September 18th, 2026, the NYCDOT Division of Bridges will continue conducting maintenance on the Metropolitan Avenue Bridge over Newtown Creek. Single vehicular lane closures will take on the Queens-bound direction **from 11:00 p.m. to 5:00 a.m.**. **The Brooklyn-bound travel and bike lane will not be affected.** *The Queens-bound bike lane will be closed to cyclist.*

*At least one lane on the Queens-bound will be maintained at all times.
Please see next page for Queens-bound bike detour .*



Metropolitan Avenue Bridge Single-lane Closure

August 24th – September 18th

Monday to Friday

11:00 p.m. to 5:00 a.m.

Weeknights

Traffic will return to its normal configuration after work hours.

For all NYC non-emergency services, including inquiries regarding NYCDOT construction projects, dial 311.



Mike Flynn, Commissioner

Metropolitan Avenue Bridge Over Newtown Creek

Community Board No. 1k & 5Q

Brooklyn, Queens

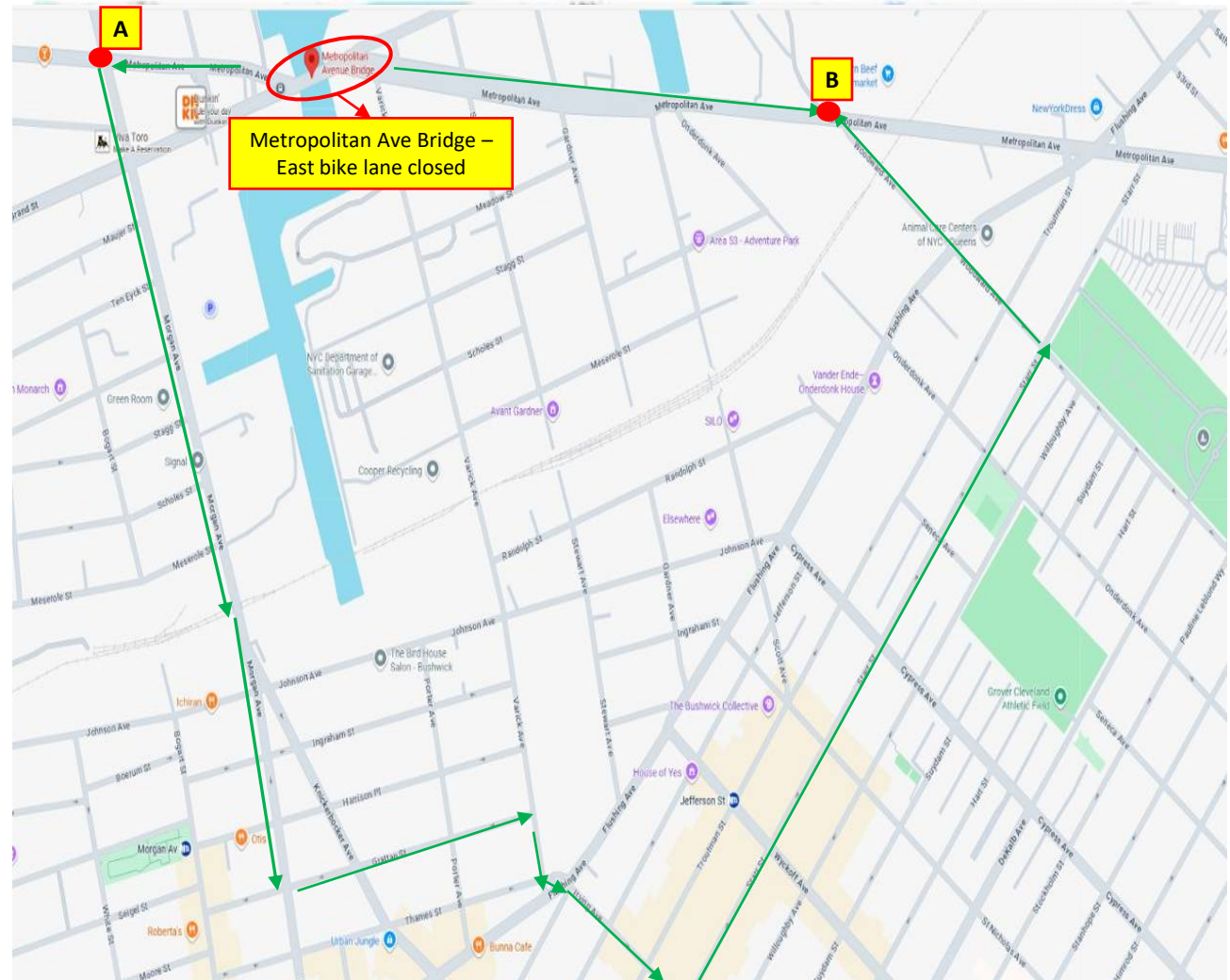
August/ September 2026



your city. your needs.
your number

Bike detour -Metropolitan Avenue Bridge (Eastbound direction)

Morgan Avenue - Grattan Street - Varick Avenue - Starr Street - Woodward Avenue- Metropolitan Avenue



[EXTERNAL] Construction Notification

From Kyle Kelly

Date Tue 8/18/2026 9:33 AM

To BK01 (CB)

 2 attachments (2 MB)

BK01_19305086_Zimm.pdf; Community Notification Letter 2026- C.ZIMM.pdf;

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Good Morning,

Please see the construction notification for your area. If you have any questions please reach out.

Kyle Kelly
National Grid
Program Manager
Corporate Affairs

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Construction Notification



Contact Information:

Project Manager:

CHRISTOPHER ZIMMERMANN
Engineer

Notification Details

August 14, 2026

In the coming weeks, National Grid has planned construction in your district and this notification will provide information on the project. This work is required to improve the reliability of our gas system. If you seek additional information, please reference the following:

Construction due to:	<u>New Main Install</u>	Borough:	<u>Brooklyn</u>
Reference Number:	<u>19305086</u>	Billing Unit:	<u>6</u>
		Community Board:	<u>1</u>

Construction Details

Scope:	<u>Main Install</u>	Typical Trench Width:	<u>3'</u>	Approx. Duration:	<u>90 Days</u>
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Locations

On Street	Cross Street	Cross Street
<u>MOORE ST</u>	<u>BUSHWICK AVE</u>	<u>WHITE ST</u>

What to expect during construction

- Typically, work performed by National Grid will begin with the installation of new gas pipe either in the street or sidewalk. The excavation required will be backfilled at the end of each day. Steel plates will be used to cover any excavations left open to allow vehicular traffic and provide access to driveways, steps, and walkways.
- The entire work area will be kept clean and orderly. Attempts will be made to keep noise, dust, and debris to a minimum. All material required on site will be stored neatly in designated areas.
- All or part of your gas service may have to be replaced. In order to complete this work, we must gain access to your home at the point where the service enters the building (basement, crawlspace, etc.). If this is the case, you will be contacted by a National Grid representative to make an appointment.

Restoration

- Some excavations may need to remain open until all gas services have been transferred, at which point the old main will be retired and the openings will be backfilled.
- All street and sidewalk surfaces affected by the construction will be repaved to ensure a smooth surface. Temporary asphalt pavement will be used until all National Grid work is complete and permanent restoration can be performed.
- Concrete openings should be restored within 21 days with the exception of work done in mid-winter. Some delays may occur due to inclement weather or when the temperature is too cold to pour concrete.

We're upgrading the natural gas service on your street.

Dear Community Member,

We're writing to let you know we are upgrading our natural gas infrastructure on your street soon. This work will help ensure the safe, reliable natural gas delivery that our customers and the community rely on for years to come. While our crews minimize disturbance when possible, we apologize in advance for any inconvenience.

What to Expect During this Project:

- Temporary disruption of street parking
- Painted mark-outs of underground utilities within the project scope area
- Excavation of the street and installation of new gas main
- Upgrade or replacement of customers' individual gas service lines
- Temporary and then permanent restoration of disturbed streets and sidewalks per DOT specifications

Scam Awareness – Important Reminders:

National Grid employees and contractors carry photo identification cards. If someone requests entry into your home or business and does not show the proper ID, don't let that person in. Please call your local law enforcement.

We do not seek payment in the field for work being performed. If you are asked for money as it relates to these services, do not provide it, and please call us immediately.

For Our Current Customers:

- We'll contact you when we're ready to connect your service to the new gas main.
- Our crew representative will contact affected home and business owners 24–48 hours in advance to schedule an appointment for this work.
- You will experience a temporary interruption of natural gas service on the day of your appointment. Typical service line work will take one business day.

We're here for you if you have any questions about this project. Thank you in advance for your cooperation.

Sincerely,
National Grid

This is an important notice. Please have it translated.

Este é um aviso importante. Quiera mandá-lo traduzir.
Este es un aviso importante. Sírvase mandarlo traducir.
Avis important. Veuillez traduire immédiatement.
Questa è un'informazione importante, si prega di tradurla.
Это очень важное сообщение. Пожалуйста, попросите чтобы вам его перевели.
Đây là một thông báo quan trọng. Xin hãy dịch thông báo này.
這是一個重要的通知。請翻譯一下。
رت مهم راطخا اذھ ھتمجرت نج
এটি একটি গুরুত্বপূর্ণ বিজ্ঞপ্তি। অনুগ্রহ করে এটি অনুবাদ করুন।
Sa a se yon avi enpòtan. Tanpri, fè li tradwi.
טענדערעביא עטיב, גאנצא עקסטייוו א זיא סאד.

ENY2600838

NYCDOT: Extended- Grand Street Bridge - Full Closure Important Notice 9.7.26 to 9.19.2026

From Cortaza, Maritza
Date Fri 9/4/2026 3:19 PM
To Cortaza, Maritza

 1 attachment (320 KB)
Extended- Grand Street - Full Bridge Closure Important Notice September 7th -September 19th .pdf;

Dear Stakeholder:

On **Monday, September 7th, and intermittently through Saturday, September 19th**, the NYCDOT Division of Bridges will continue structural repairs of the Grand Street Bridge over Newtown Creek. **Overnight full bridge closure will be necessary.**

The bridge will be fully closed to traffic during work hours. Metropolitan Avenue may be used as an alternate route.

Please see attached notice for schedule details.

Chery Mckenzie
Community Affairs Program Manager | Division of Bridges
New York City Department of Transportation
Tuesday /Friday WFH days



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Mike Flynn, Commissioner

Grand Street Bridge Over Newtown Creek

Community Board No. 1k & 5Q

Brooklyn, Queens

September 2026



your city. your needs.
your number

Extended

Important Notice

On **Monday, September 7th**, and intermittently through **Saturday, September 19th**, the NYCDOT Division of Bridges will continue structural repairs of the Grand Street Bridge over Newtown Creek. **Overnight full bridge closure will be necessary as per schedule below.**

The bridge will be fully closed to traffic during work hours.

Metropolitan Avenue may be used as an alternate route.



Full Bridge Closure

Nights

**Monday, September 7th – Thursday, September 17th
11:00 p.m. – 5:00 a.m.**

Daytime

**Saturday, September 12th and Saturday, September 19th
7:00 a.m. – 2:00 p.m.**

Bridge will reopen after work hours

For all NYC non-emergency services, including inquiries dial 311.

Fw: [EXTERNAL] Planned Part Suspended: September G Train Weeknights and Weekends

From: Flynn, Megan

Sent: Wednesday, August 19, 2026 3:09 PM

Cc: Songhai, Lucille; Benitez, Ruby

Subject: [EXTERNAL] Planned Part Suspended: September G Train Weeknights and Weekends

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Dear Community Stakeholder,

Please be reminded of August weeknight and weekend service changes below. This includes both planned CBTC (signal modernization) work, our MOW (tube and track maintenance work), and additional track work.

Weeknights:

August 31 - September 4th (nightly, 10:45pm to 5:00am):

Due to track replacement, in Brooklyn Coney Island-bound **F** and Church Ave-bound **G** trains will **skip 4Av-9 St, 15 St-Prospect Park, and Fort Hamilton Pkwy.**

For service to these stations, take the **F** or **G** to **7 Av or Church Av** and transfer to a Manhattan-bound **F** or Court Square-bound **G**.

For any service from these stations, take the **F** or **G** to **7 Av or Smith-9 Sts** and transfer to a Coney Island-bound **F** or Church Av bound **G**.

September 8-11 (nightly, 10:45pm to 5:00am)

Due to track replacement, in Brooklyn Coney Island-bound **F** and Church Ave-bound **G** trains will **skip 4Av-9 St, 15 St-Prospect Park, and Fort Hamilton Pkwy.**

For service to these stations, take the **F** or **G** to **7 Av or Church Av** and transfer to a Manhattan-bound **F** or Court Square-bound **G**.

For any service from these stations, take the **F** or **G** to **7 Av or Smith-9 Sts** and transfer to a Coney Island-bound **F** or Church Av bound **G**.

Sept 14-18 (nightly, 10:45pm to 5:00am)

Due to track replacement, in Brooklyn Coney Island-bound **F** and Church Ave-bound **G** trains will **skip 4Av-9 St, 15 St-Prospect Park, and Fort Hamilton Pkwy.**

For service to these stations, take the **F** or **G** to **7 Av or Church Av** and transfer to a Manhattan-bound **F** or Court Square-bound **G**.

For any service from these stations, take the **F** or **G** to **7 Av or Smith-9 Sts** and transfer to a Coney Island-bound **F** or Church Av bound **G**.

Sept 21-25 (nightly, 10:45pm to 5:00am)

Due to track replacement, in Brooklyn Coney Island-bound **F** and Church Ave-bound **G** trains will **skip 4Av-9 St, 15 St-Prospect Park, and Fort Hamilton Pkwy.**

For service to these stations, take the **F** or **G** to **7 Av** or **Church Av** and transfer to a Manhattan-bound **F** or Court Square-bound **G**.
For any service from these stations, take the **F** or **G** to **7 Av** or **Smith-9 Sts** and transfer to a Coney Island-bound **F** or Church Av bound **G**.

Weekends:

September 4-8, Fri 10:45pm to Tue 5:00am (includes Labor Day)

Due to electrical improvements, Coney Island-bound **F** and Church Av-bound **G** trains will skip **4av-9 St**, **15 St-Prospect Park**, and **Fort Hamilton Pkwy**.

For service to these stations, take the **F** or **G** to **7Av** or **Church Av** and transfer to a Manhattan-bound **F** or Court Sq-bound **G**.

For service from these stations, take the **F** or **G** to **7 Av** or **Smith-9 Sts** and transfer to a Coney Island-bound **F** or Church Ave-bound **G**.

Also consider the **B68** on Prospect Park Southwest.

September 11-14, Fri 9:45pm to Mon 5:00am

Due to CBTC work, there will be no **G** between **Bedford-Nostrand Avs** and **Court Sq**.

G will run every 10 mins between **Church Av** and **Bedford-Nostrand Avs**, the last stop.

Free T403 shuttle buses make stops between **Bedford-Nostrand Avs** and **Court Sq**.

- Transfer between **G** and buses at **Bedford Nostrand Avs**.

September 25-28, Friday 9:45 to Mon 5:00am

Due to CBTC work, there will be no **G** between **Bedford-Nostrand Avs** and **Court Sq**.

G will run every 10 mins between **Church Av** and **Bedford-Nostrand Avs**, the last stop.

Free T403 shuttle buses make stops between **Bedford-Nostrand Avs** and **Court Sq**.

- Transfer between **G** and buses at **Bedford Nostrand Avs**.

Thank you for your partnership,

Megan Flynn

Assistant Director, Government & Community Relations

New York City Transit

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[EXTERNAL] HWPR23KQ - Simple Upgrades Ped Ramps - Weekly Construction Bulletin - 09-07-2026 - 09-12-2026

From Ehsan Gholamzadeh

Date Fri 9/4/2026 2:16 PM

To hwpr23kqcd

 3 attachments (599 KB)

HWPR23KQ - Weekly Construction Bulletin - 09-07-2026 - 09-12-2026 Page 2 Queens.pdf; HWPR23KQ - Weekly Construction Bulletin - 09-07-2026 - 09-12-2026 Page 1 Brooklyn.pdf; HWPR23KQ - Weekly Construction Bulletin - 09-07-2026 - 09-12-2026 Page 3 Queens.pdf;

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Good afternoon,

Please see the attached Weekly Construction Bulletin for Project HWPR23KQ Simple Upgrades Ped Ramps – Brooklyn and Queens; effective 09/07/2026 - 09/12/2026. ***The Field Office is closed on Monday, September 07, in observance of Labor Day.*** This project is a movable operation and will not affect everyone simultaneously.

To avoid any inconvenience with your vehicle, please observe all signage posted and barrels staged 24hrs in advance by the Contractor. Please note, due to weather and/or field conditions it may become necessary to change work operations, dates, and/or work locations.

The Field Office is not handling any in-person appointments or meetings at this time. Please call or email only.

Best Regards,

Ehsan Gholamzadeh

Community Construction Liaison (CCL)

Rehabilitation of Pedestrian Ramps

NYC-DDC Project ID # HWPR23KQ

WEEKLY CONSTRUCTION BULLETIN

09/07/26 - 09/12/26

Rehabilitation of Pedestrian Ramps at Designated Locations

PROJECT#:HWPR23KQ

BOROUGH: BROOKLYN

DATE ISSUED: 09/04/2026

The following is an anticipated work schedule for the upcoming week. However, due to unforeseen field and weather conditions, it may become necessary to change some scheduled work locations, operations and dates. **Field Office closed on Monday, September 07, in observance of Labor Day.**

DATE	WORK HOURS	LOCATIONS	OPERATIONS
09/07/26			
09/08/26-09/12/26	7:00 am-3:30 pm	FROST ST WEST & MEEKER AVE (SW CORNER) FROST ST & LORIMER ST (NW/NE/SW CORNER) FROST ST & MANHATTAN AVE (NE CORNER) NEWEL ST & GREENPOINT AVE (SE CORNER) GLENMORE AVE & JEROME ST (NW CORNER) GLENMORE AVE & BRADFORD AVE (SE CORNER) CORNELIA ST & WILSON AVE (NW CORNER) MELROSE ST & STANWIX ST (NE CORNER) NOLL ST & EVERGREEN AVE (NE CORNER) COZINE AVE & HENDRIX ST (NE CORNER)	Sawcut, excavate, material disposal, install curb & forms, compact subgrade, restore concrete sidewalk & asphalt restoration.

WATER SHUT-OFF NOTIFICATIONS: In addition to a 72-hour Advisory, a prior 24-hour notification will be distributed / posted to any / all affected locations(s).

NO PARKING SIGNS: Will be distributed / posted 72 hours prior to the temporary elimination of street parking. Please observe posted parking regulations in construction areas.

[EXTERNAL] HWPR23KQ - Ped Ramp - Partial Sidewalk-Parking-Driveway Restrictions Advisory Effective - 09-04-2026

From Ehsan Gholamzadeh

Date Fri 9/4/2026 2:16 PM

To hwpr23kqccl

 3 attachments (801 KB)

HWPR23KQ - Ped Ramp - Partial Sidewalk-Parking-Driveway Restrictions Advisory Effective - 09-04-2026 Page 1 Brooklyn.pdf; HWPR23KQ - Ped Ramp - Partial Sidewalk-Parking-Driveway Restrictions Advisory Effective - 09-04-2026 Page 2 Queens.pdf; HWPR23KQ - Ped Ramp - Partial Sidewalk-Parking-Driveway Restrictions Advisory Effective - 09-04-2026 Page 3 Queens.pdf;

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Good afternoon,

As a reminder, please find attached Partial Sidewalk, Parking & Driveway Access Restriction Advisories which are effective, Tuesday 09-08-2026 through Friday, 09-25-2026, from 7:00am to 4:00pm (Sundays not included). This project is a movable operation and will not affect everyone simultaneously.

To avoid any inconvenience with your vehicle, please observe all signage posted and barrels staged 24hrs in advance by the Contractor. Please note, due to weather and/or field conditions it may become necessary to change work operations, dates, and/or work locations.

The Field Office is not handling any in-person appointments or meetings, at this time. Please call or email only.

Best Regards,

Ehsan Gholamzadeh

Community Construction Liaison (CCL)

Rehabilitation of Pedestrian Ramps

NYC-DDC Project ID # HWPR23KQ



COMMUNITY ADVISORY

PROJECT NAME: Rehabilitation of Pedestrian Ramps at Designated Locations

PROJECT#: HWPR23KQ

BOROUGH: BROOKLYN

ADVISORY ISSUED: 09/04/2026

Partial Sidewalk, Parking & Driveway Access Restrictions

**Tuesday, 09/08/2026 to Friday, 09/25/2026
from 7:00am - 4:00pm No Work On Sundays
At the following locations:**

FROST ST WEST & MEEKER AVE (SW CORNER)
FROST ST & LORIMER ST (NW/NE/SW CORNER)
FROST ST & MANHATTAN AVE (NE CORNER)
NEWEL ST & GREENPOINT AVE (SE CORNER)
GLENMORE AVE & JEROME ST (NW CORNER)
GLENMORE AVE & BRADFORD AVE (SE CORNER)
CORNELIA ST & WILSON AVE (NW CORNER)
MELROSE ST & STANWIX ST (NE CORNER)
NOLL ST & EVERGREEN AVE (NE CORNER)
COZINE AVE & HENDRIX ST (NE CORNER)

During non-construction hours please contact
311 for non-emergency city services.

PLEASE NOTE: Due to unforeseen conditions
(weather, field conditions, etc) it may become
necessary to change some scheduled work
locations and operations.

[EXTERNAL] HWCSCHPKR, Weekly Construction Bulletin for the week of 9/07/2026 through 9/11/2026

From Delia Fabre

Date Fri 9/4/2026 3:30 PM

 2 attachments (242 KB)

Weekly Construction Bulletin for 9.07.2026 to 9.11.2026.pdf; Curbside-Sidewalk Access Restriction for Wallabout St., Lee Ave., & Lorimer St. 9.07.2026 to 9.11.2026.pdf;

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Dear All,

Please find attached the Weekly Construction Bulletin for the "Safe Routes to Schools" project in Brooklyn and Staten Island for the week of September 7, 2026, through September 11, 2026.

Construction Schedule:

- Wallabout Street, Lee Avenue, and Lorimer Street: Concrete sidewalk installation

Have a great day.

Kind regards,

Delia Fabre

Community Construction Liaison
Project ID # HWCSCHPKR

NYC Department of Design & Construction

Website: www.nyc.gov/ddc

Video: www.nyc.gov/webuild

 Please think before you print - reduce, reuse, recycle.

WEEKLY CONSTRUCTION BULLETIN

9/07/26 – 9/11/26

SAFE ROUTES TO SCHOOLS IN BROOKLYN AND STATEN ISLAND PROJECT: HWCSCHPKR BOROUGH: BROOKLYN DATE ISSUED: 9/04/2026

The following is an anticipated work schedule for the upcoming week. However, due to unforeseen field and weather conditions, it may become necessary to change some scheduled work locations, operations, and dates.

DATE	WORK HOURS	LOCATION	OPERATION
9/07/26– 9/11/26	9:00 am– 4:00 pm	Wallabout Street, Lee Avenue, & Lorimer Street	Install Concrete Sidewalk. <i>(Restricted Parking- observe signage)</i>

WATER SHUT-OFF NOTIFICATIONS: IN addition to a 72-hour Advisory, a prior 24-hour notification will be distributed/posted to any / all affected locations(s).

NO PARKING SIGNS: WILL be distributed/posted 72 hours prior to the temporary elimination of street parking. Please observe posted parking regulations in construction areas.



COMMUNITY ADVISORY

PROJECT NAME:

PROJECT#:

BOROUGH:

ADVISORY ISSUED:

During non-construction hours please contact 311 for non-emergency city services.

PLEASE NOTE: Due to unforeseen conditions (weather, field conditions, etc) it may become necessary to change some scheduled work locations and operations.



NYC Parks

Community Board 1 Monthly Parks Update – September 2026

NYC Parks Renew Crew

The Renew Crew are a specialized team of tradespeople who are skilled at doing the work that playgrounds need most. They go from site to site to make big and visible changes that extend the life of our playgrounds, recreation centers, and sport courts and refresh them for everyone to enjoy. The Renew Crew can repaint playground equipment and courts, fix fences and perimeters, make horticultural improvements, replace safety surfaces and repave asphalt, and much more. The team will operate seasonally from April through October and make fast, visible improvements in three weeks or less.

McCarren Play Center Update

Highlighting a very special event to close out the summer with the McCarren Back-to-School Basketball Tournament. The below is from Harold Benjamin, McCarren Play Center Manager

McCarren Play Center successfully hosted a Back-to-School Basketball Tournament over the past two weekends, bringing together youth athletes, families, coaches, and community members for a weekend focused on basketball, positive youth engagement and teamwork. The tournament provided youth with an opportunity to participate in organized competition in a safe and positive environment while celebrating the start of the new school year. Games were well attended, with young athletes demonstrating sportsmanship, teamwork, discipline, and competitive spirit throughout the weekends.

In addition to the games, the event created an opportunity for rec staff to engage directly with youth and families from the surrounding neighborhood. The atmosphere throughout was energetic and supportive, with family members and community residents coming out to encourage the participating teams.

The tournament concluded with the presentation of trophies to recognize the accomplishments of the participating teams and players. The awards ceremony provided a positive closing moment that represented the past two weekends and gave the young athletes an opportunity to celebrate their hard work and accomplishments.

Overall, the Back-to-School Basketball Tournament was a successful community recreation initiative and an excellent way to bring neighborhood youth and families together through sports. **Events such as this help strengthen the relationship**

between McCarren Play Center and the surrounding community while providing young people with meaningful opportunities for positive peer interaction, and personal development.

Partnerships for Parks volunteer projects – Outreach Coordinator

Curtis Sherrod is your Partnerships for Parks Outreach Coordinator for park properties within Brooklyn Community Board 1. Please contact Curtis at 646.984.6536 (cell) or curtis.sherrod@parks.nyc.gov.

CB1 currently has the following projects under construction:

- Box Street Park –Remediation and park work is anticipated to begin summer 2026.
- Metropolitan Recreation Center – pool dehumidification and sidewalk work. Center expected to reopen fall/winter 2027.

We have several projects awaiting construction start:

- American Playground – this project is in the design phase. Construction is anticipated to begin fall 2027 and be complete fall 2028.
- McCarren Park natural turf softball fields –construction estimated to begin fall 2027 and be completed in fall 2028.
- McCarren Park: MPPA – public input meeting held May 7th at 6:30pm. This project will include a DEP green infrastructure storm water retention project. Currently in design.
- McCarren Park: Union Avenue – DEP will implement green infrastructure storm water retention. The project is in design and anticipated to be completed in spring 2027.
- Roebling Playground – awaiting public input meeting.



COMMUNITY BOARD No. 1

435 GRAHAM AVENUE - BROOKLYN, NY 11211- 8813

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COUNCILMEMBER, 33rd CD

HON. JENNIFER GUTIERREZ
COUNCILMEMBER, 34th CD

September 11, 2026

Mr. Shaminder Chawla
Director
Office of Environmental Remediation
100 Gold Street, 2nd Floor
New York, NY 10038

Ms. Kestana Anokye
Project Manager
Office of Environmental Remediation
100 Gold Street, 2nd Floor
New York, NY 10038

RE: Voluntary Cleanup Program at 1098 Manhattan Avenue

Dear Director Chawla and Project Manager Kestana:

On September 8, 2026, Brooklyn Community Board No. 1 voted to issue this letter, based on a recommendation from its Environmental Protection Committee.

Brooklyn Community Board 1 considered concerns regarding the ongoing Voluntary Cleanup Program (VCP) at 1098 Manhattan Avenue. Community Board 1 respectfully requests that OER take the following actions:

1. **Daily Data Reports:** Submit daily data reports to the Community Board and/or make them available through the site's document repository on a daily basis. Timely access to this information is important to allow the Board and affected residents to remain informed about conditions at the site.

2. **Worksite Safety and Health:** OER should provide more thorough attention to issues involving worksite safety and health and ensure that appropriate measures are being implemented and monitored throughout the remediation process.
3. **Tenant Comments:** OER did not acknowledge all of the comments submitted by tenants concerning work at the site. It appears that only three tenant comments were acknowledged. CB1 requests that all comments submitted by tenants be properly documented, acknowledged, and considered as part of OER's review and oversight.
4. **Communication with Tenants Without Computer Access:** An additional channel of communication should be established for tenants who do not use computers or other electronic devices. All affected residents should have meaningful access to information concerning the project, regardless of their ability to access online resources.
5. **Investigation Report:** CB1 has concerns that the investigation report did not adequately address or characterize the presence of chromium, petroleum-related chemicals, and identified hot spots at the site. Given the potential health and environmental implications of these contaminants, the Board requests a more thorough and transparent discussion of the findings and any associated risks.
6. **Dust Entering Neighboring Apartments:** CB1 is particularly concerned about the lack of sufficient attention being given to dust generated at the site and the potential for dust to enter apartments in neighboring buildings. OER should ensure that appropriate dust monitoring, control, and mitigation measures are in place and that neighboring residents are promptly informed of any potential impacts.

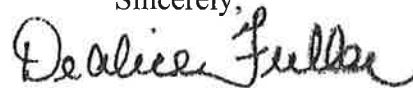
Brooklyn Community Board 1 appreciates OER's attention to these concerns. Given the proximity of the site to residential buildings, it is essential that the remediation process be conducted with a high level of transparency and with appropriate safeguards to protect the health, safety, and quality of life of neighboring residents.

We respectfully request that OER respond to the concerns outlined above and provide Community Board 1 with information regarding the measures being taken to address them.

The vote was as follows: 34 "YES"; 0 "NO"; 0 "ABSTENTIONS"; 0 "RECUSAL"

Working for safer Williamsburg and Greenpoint.

Sincerely,



Dealice Fuller
Chairperson



COMMUNITY BOARD No. 1

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COUNCILMEMBER, 33rd CD

HON. JENNIFER GUTIERREZ
COUNCILMEMBER, 34th CD

September 9, 2026

Hon. Sideya Sherman
Director
NYC Department of City Planning
120 Broadway, 31st Floor
New York, NY, 10271

Dear Director Sherman:

At the regular meeting of Brooklyn Community Board No. 1, held on September 8, 2026, and based on a recommendation from its Land Use, ULURP & Landmarks (Subcommittee) Committee the Board Members voted to support sending this letter with the following comments:

The Land Use, ULURP & Landmarks (Subcommittee) Committee recommends that the Department of City Planning (DCP) carefully consider the following concerns:

- a) the ELURP provisions could incentivize applicants to limit projects to less than a 30% increase in floor area and thus result in less affordable housing, and therefore encourages DCP to carefully consider rules to avoid such risk avoidance; and
- b) that while the purpose of the Charter revisions is to remove certain projects from the discretion of the City Council, the Committee was concerned that the ELURP process could allow applicants to ignore community concerns regarding issues such as appropriate unit sizes and therefore recommends that DCP carefully consider community input to the extent that it does not reduce overall production of affordable housing.

The vote was as Follows: 33 "YES," 0 "NO," 0 "ABSTENTIONS," and 1 "RECUSALS."

Working for a Better Williamsburg-Greenpoint.

Sincerely,

A handwritten signature in black ink that reads "Dealice Fuller". The signature is written in a cursive, flowing style.

Dealice Fuller
Chairperson

Cc: Brooklyn Director, Alex Sommer. NYC Department of City Planning



COMMUNITY BOARD NO. 1
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LAND USE, ULURP & LANDMARKS [SUBCOMMITTEE] COMMITTEE MOTION: The Committee recommends that the Board send a letter to DCP noting our concerns that a) the ELURP provisions could incentivize applicants to limit projects to less than a 30% increase in floor area and thus result in less affordable housing, and therefore encourages DCP to carefully consider rules to avoid such risk avoidance; and b) that while the purpose of the Charter revisions is to remove certain projects from the discretion of the City Council, the Committee was concerned that the ELURP process could allow applicants to ignore community concerns regarding issues such as appropriate unit sizes, and therefore recommends that DCP carefully consider community input to the extent that it does not reduce overall production of affordable housing.

Motion made by: Bozena Kaminski

Seconded by: Phil Caponegro

DATE:

9/8/2026

	YES	NO	ABS	REC		YES	NO	ABS	REC
KARINA AGUILAR	☒	☐	☐	☐	DAVID HEIMLICH	☒	☐	☐	☐
BOGDAN BACHOROWSKI	☐	☐	☐	☐	LARISSA HO	☐	☐	☐	☐
LISA BAMONTE	☒	☐	☐	☐	MORDECHAI HOFFMAN	☐	☐	☐	☐
GINA BARROS	☒	☐	☐	☐	KATIE DENNY HOROWITZ	☒	☐	☐	☐
TEON BROOKS	☐	☐	☐	☐	SONIA IGLESIAS	☒	☐	☐	☐
ERIC BRUZAITIS	☒	☐	☐	☐	MATHEW ISAACS	☒	☐	☐	☐
IRIS CABRERA	☒	☐	☐	☐	JACOB ITZKOWITZ	☐	☐	☐	☐
PHILIP CAPONEGRO	☒	☐	☐	☐	BOZENA KAMINSKI	☒	☐	☐	☐
FRANK CARBONE	☒	☐	☐	☐	CAITLIN KAWAGUCHI	☒	☐	☐	☐
STEPHEN CHESLER	☒	☐	☐	☐	WILLIAM KLAGSBALD	☒	☐	☐	☐
MIKE CRUZ	☒	☐	☐	☐	MERYL LABORDE	☒	☐	☐	☐
GIOVANNI D'AMATO	☐	☐	☐	☐	MARIE LEANZA	☐	☐	☐	☐
TAMARA DAVILA	☐	☐	☐	☐	JODIE LOVE	☒	☐	☐	☐
WARD DENNIS	☐	☐	☐	☒	MICHAL MROWIEC	☒	☐	☐	☐
ERIN DRINKWATER	☐	☐	☐	☐	RABBI DAVID NIEDERMAN	☐	☐	☐	☐
MIGUELINA DURAN	☒	☐	☐	☐	AUSTIN PFERD	☒	☐	☐	☐
ARTHUR DYBANOWSKI	☐	☐	☐	☐	BELLA SABEL	☒	☐	☐	☐
ROSEMARY ESPINAL	☒	☐	☐	☐	ISAAC SOFER	☒	☐	☐	☐
LLOYD FENG	☒	☐	☐	☐	SAMEER TALATI	☐	☐	☐	☐
JULIA AMANDA FOSTER	☒	☐	☐	☐	DEL TEAGUE	☒	☐	☐	☐
RIFKA FRIEDMAN	☒	☐	☐	☐	ALBERTO VALENTIN	☒	☐	☐	☐
DEALICE FULLER	☐	☐	☐	☐	RAFFAELLO VAN COUTEN	☒	☐	☐	☐
JOEL GOLDSTEIN	☐	☐	☐	☐	WILLIAM VEGA	☒	☐	☐	☐
JOSEPH GREENFELD	☐	☐	☐	☐	SIMON WEISER	☒	☐	☐	☐
JOEL GROSS	☐	☐	☐	☐	BARBARA WILLIAMS	☒	☐	☐	☐

TIME: _____

TALLY: 33 YES 0 NO 0 ABS 1 RECUSAL



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HON. JENNIFER GUTIERREZ
COUNCILMEMBER, 34th CD

September 9, 2026

Hon. Lisa Kersavage
Chair and Commissioner
NYC Landmarks Preservation Commission (LPC)
1 Centre Street 9th Floor North
New York, NY 10007

**RE: 118 North 11th Street
Docket # LPC-26-07267**

Dear Chair Kersavage:

At the regular meeting of Brooklyn Community Board No. 1 held on the evening of September 8, 2026, and based on a recommendation from its Land Use, ULURP & Landmarks Subcommittee (report attached), the Board voted unanimously to approve sending this letter.

In the matter of 118 North 11th Street, the former Hecla Iron Works building, is an individual landmark. The application is to establish a master plan for painted wall signs to be installed on the secondary west elevation of the building. The master plan would be implemented by Colossal Media, a company based in CB1. Presented by Jonathan Airis, Colossal Media.

WHEREAS

- a) The master plan would allow installation of painted wall signs on an ongoing basis on the west facade;
- b) The area of the painted wall signs will be limited to 270 square feet and will be set back from the front of the building by 3';

- c) The master plans conforms to LPC guidelines for signage master plans on similar landmarked buildings in manufacturing districts;
- d) The applicant provided precedents for historic painted wall signs on the Hecla Building;
- e) The applicant provided precedents for historic painted wall signs in Williamsburg;
- f) The applicant will remove graffiti on the west wall of the building and maintain the wall in sound condition for the duration of the lease.

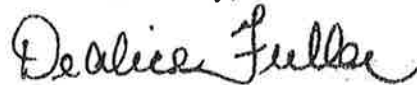
THEREFORE

The Board recommends approval.

The vote was as follows: 33 "YES"; 0 "NO"; 0 "ABSTENTIONS"; 1 "RECUSAL"

Working for Better Williamsburg and Greenpoint.

Sincerely,

A handwritten signature in cursive script that reads "Dealice Fuller".

Dealice Fuller
Chairperson



COMMUNITY BOARD No. 1

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COUNCILMEMBER, 34th CD

September 9, 2026

Hon. Lisa Kersavage
Chair and Commissioner
NYC Landmarks Preservation Commission (LPC)
1 Centre Street 9th Floor North
New York, NY 10007

**RE: 123 Milton Street
Docket # LPC-27-01190**

Dear Chair Kersavage:

At the regular meeting of Brooklyn Community Board No. 1 held on the evening of September 8, 2026, and based on a recommendation from its Land Use, ULURP & Landmarks Subcommittee (report attached), the Board voted unanimously to approve sending this letter.

In the matter of 123 Milton Street, a contributing building in the Greenpoint Historic District. The application is to construct a non-visible full-height second-story addition at the rear of the building and to replace the historic brick rear wall with a new stucco-clad metal-stud wall. Presented by Arnold Montag, RA and Raul Lara, AMPM Design.

WHEREAS

- a) The proposed second-story addition will not be visible from the public way;
- b) The proposed new rear wall will not be visible from the public way;
- c) The stucco finish for the rear wall will match the stucco finish installed on the adjacent building (121 Milton Street).

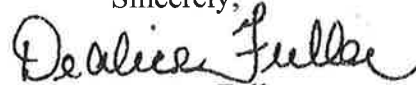
THEREFORE

The Board recommends approval.

The vote was as follows: 33 "YES"; 0 "NO"; 0 "ABSTENTIONS"; 1 "RECUSAL"

Working for Better Williamsburg and Greenpoint.

Sincerely,

A handwritten signature in cursive script that reads "Dealice Fuller". The signature is written in dark ink and is positioned above the printed name and title.

Dealice Fuller
Chairperson



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COUNCILMEMBER, 34th CD

September 9, 2026

Hon. Lisa Kersavage
Chair and Commissioner
NYC Landmarks Preservation Commission (LPC)
1 Centre Street 9th Floor North
New York, NY 10007

**RE: 135 Broadway
Docket #LPC-26-05943**

Dear Chair Kersavage:

At the regular meeting of Brooklyn Community Board No. 1 held on the evening of September 8, 2026, and based on a recommendation from its Land Use, ULURP & Landmarks Subcommittee (report attached), the Board voted unanimously to approve sending this letter.

In the matter of Landmarks Application – LPC DOCKET NO. LPC-26-05943 135 Broadway, the former Kings County Savings Bank building, an individual landmark. The application is to modify historic cast-iron balustrades, install new ADA ramp and new gates, installation of new doors at the secondary Bedford Avenue entrance, install new ADA door actuator and install new aluminum-clad wood windows on the upper floors. Presented by Michael Langwell, RAND Engineering.

WHEREAS

- a) The application is part of the restoration of the balustrades and base of the building;
- b) The proposed ADA ramp will be installed behind the balustrade and will require removal of a minimal amount of historic fabric to provide access to the ramp;
- c) The concrete ramp and simple, black-painted metal railings will be largely obscured behind the restored cast-iron balustrade;

- d) The granite step at the Bedford Avenue entrance will be reset at a new height;
- e) The proposed new doors will recall historic doors at this location;
- f) The proposed ADA actuator will require minimal penetrations through the historic granite;
- g) The proposed windows will match the profile and dimensions of the historic windows and require less maintenance than all-wood windows;
- h) The proposed windows will match the historic window color based on a paint analysis to be conducted;
- i) The proposed window muntins could provide a better match to the historic condition.

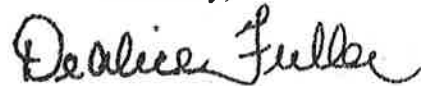
THEREFORE

The Board recommends approval on the condition that the applicant restudy the proposed window muntins to better match the historic profile.

The vote was as follows: 33 "YES"; 0 "NO"; 0 "ABSTENTIONS"; 1 "RECUSAL"

Working for Better Williamsburg and Greenpoint.

Sincerely,

A handwritten signature in cursive script that reads "Dealice Fuller".

Dealice Fuller
Chairperson



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HON. JENNIFER GUTIERREZ
COUNCILMEMBER, 34th CD

September 11, 2026

Chair Lily M. Fan
NYSLA
80 S. Swan Street
Albany, New York 12210-8002

Subject: SLA Applications – Board Recommendations

Dear Chair Fan,

Kindly be advised that at the regular meeting of Brooklyn Community Board No. 1, held on September 8, 2026, the board members reviewed the SLA Review & DCA Committee Report (attached), and considered the various recommendations made. The following action was taken on the following establishment: The Board Members voted to **APPROVE** the following application:

Establishment Name	Address	License Type	Board Vote
180 West Hospitality LLC	180 West Street	New Application & Temporary Retail Permit, Liquor, Wine, Beer & Cider, Bar/Tavern	34 YES; 0 NO; 0 Abstentions

Next SLA Review & DCA Committee Meeting:

Date: Wednesday, September 16, 2026

Time: 6:30 PM

Location: Polish & Slavic Center, 176 Java Street
Brooklyn, NY 11222

Submitted by:

Dealice Fuller
Chairperson



COMMUNITY BOARD No. 1

435 GRAHAM AVENUE - BROOKLYN, NY 11211- 8813

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COUNCILMEMBER, 34th CD

September 11, 2026

Chair Lily M. Fan
NYSLA
80 S. Swan Street
Albany, New York 12210-8002

Subject: SLA Applications – Board Recommendations

Dear Chair Fan,

Kindly be advised that at the regular meeting of Brooklyn Community Board No. 1, held on September 8, 2026, the board members reviewed the SLA Review & DCA Committee Report (attached), and considered the various recommendations made. The following action was taken on the following establishment: The Board Members voted to **APPROVE for Wine and Beer. Applicant presented at the Full Board Meeting on September 8, 2026. Due to large capacity. The application request for full liquor license will be reviewed by the SLA Review & DCA Committee on September 16, 2026, followed by a Board vote and recommendation on October 13, 2026.**

Establishment Name	Address	License Type	Board Vote
184 N 8 LLC, DBA TBD	184 North 8th Street	New Application & Temporary Retail Permit, Wine, Beer & Cider, Bar/Tavern, Live Music: Small Performances, ~1-5 musicians, Patron Dancing, Bakery	34 YES; 0 NO; 0 Abstentions

Next SLA Review & DCA Committee Meeting:

Date: Wednesday, September 16, 2026

Time: 6:30 PM

Location: Polish & Slavic Center, 176 Java Street
Brooklyn, NY 11222

Submitted by:

Dealice Fuller
Chairperson



COMMUNITY BOARD No. 1

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HON. ANTONIO REYNOSO
BROOKLYN BOROUGH PRESIDENT



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HON. JENNIFER GUTIERREZ
COUNCILMEMBER, 34th CD

September 11, 2026

Chair Lily M. Fan
NYSLA
80 S. Swan Street
Albany, New York 12210-8002

Subject: SLA Applications – Board Recommendations

Dear Chair Fan,

Kindly be advised that at the regular meeting of Brooklyn Community Board No. 1, held on September 8, 2026, the board members reviewed the SLA Review & DCA Committee Report (attached), and considered the various recommendations made. The following action was taken on the following establishment: The **(Applicant requested postponement)** The Board Members voted to **POSTPONE** the following application:

Establishment Name	Address	License Type	Board Vote
1122 Events Venue Corp.	141 Meserole Street	New Application & Temporary Retail Permit, Wine, Beer & Cider, Catering Facility (Private Events Only)	34 YES; 0 NO; 0 Abstentions

Next SLA Review & DCA Committee Meeting:

Date: Wednesday, September 16, 2026

Time: 6:30 PM

Location: Polish & Slavic Center, 176 Java Street
Brooklyn, NY 11222

Submitted by:

Dealice Fuller
Chairperson



COMMUNITY BOARD No. 1

435 GRAHAM AVENUE - BROOKLYN, NY 11211- 8813

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Establishment Name	Address	License Type	Board Vote
Agency Sixty Five Inc., DBA TBD	361 Metropolitan Avenue	New Application & Temporary Retail Permit, Liquor, Wine, Beer & Cider, Bar/Tavern, Live Music: Soft Indie, Patron Dancing	34 YES; 0 NO; 0 Abstentions

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Dear Chair Fan,

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Establishment Name	Address	License Type	Board Vote
ASMH 127 East 7 LLC	160 Havemeyer Street Store 5	New Application & Temporary Retail Permit, Wine, Beer & Cider, Bar/Tavern, Beer & Wine Tapas	34 YES; 0 NO; 0 Abstentions

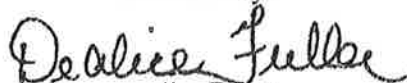
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Establishment Name	Address	License Type	Board Vote
Ays Don LLC, DBA The Residence of Mr. Motto	186 Grand Street	Class Change, Liquor, Wine, Beer & Cider, Rest.	34 YES; 0 NO; 0 Abstentions

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Establishment Name	Address	License Type	Board Vote
Baiyulan Inc.	188 Grand Street	New Application & Temporary Retail Permit, Liquor, Wine, Beer & Cider, Rest	34 YES; 0 NO; 0 Abstentions

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Establishment Name	Address	License Type	Board Vote
Bark Barbecue Corp	25 Thames Street	New Application & Temporary Retail Permit, Wine, Beer & Cider, Rest, Live Music: Merengue Tipico Bands, Patio or Deck	34 YES; 0 NO; 0 Abstentions

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Establishment Name	Address	License Type	Board Vote
Booth's I LLC, DBA Pending	360 Wythe Avenue	New Application & Temporary Retail Permit, Liquor, Wine, Beer & Cider, Rest.	34 YES; 0 NO; 0 Abstentions

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Establishment Name	Address	License Type	Board Vote
Cafe Miguel Corporation, DBA Cafe Miguel	636 Grand Street	New Application & Temporary Retail Permit, Wine, Beer & Cider, Bar/Tavern, Cafe/Restaurant with Electric Kitchen	34 YES; 0 NO; 0 Abstentions

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Establishment Name	Address	License Type	Board Vote
Chipotle Mexican Grill of Colorado, LLC, DBA Chipotle Mexican Grill #4927	885 Manhattan Avenue	New Application, Wine, Beer & Cider, Rest.	34 YES; 0 NO; 0 Abstentions

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Establishment Name	Address	License Type	Board Vote
Covah USA LLC (Karamjeet Singh)	209 Havemeyer Street	New Application & Temporary Retail Permit, Liquor, Wine, Beer & Cider, Night Club, Live Music: Rock Bands, Jazz, Third Party Promoters, Rooftop	34 YES; 0 NO; 0 Abstentions

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Establishment Name	Address	License Type	Board Vote
DAR 168 Inc, DBA DAR 525	168 Driggs Avenue	(One Day Alcohol Event Permit for the World Cup for Following Dates: June 11, 12, 13, 14, 19, 21, 27, 28. July 4, 5, 10, 11)	34 YES; 0 NO; 0 Abstentions

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Establishment Name	Address	License Type
Dollys Swing & Dive LLC	101 Kent Avenue	Corporate Change, Liquor, Wine, Beer & Cider, Bar/Tavern

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Establishment Name	Address	License Type	Board Vote
Dolly's Swing Dive II, LLC, DBA Pending	146 Wythe Avenue	New Application & Temporary Retail Permit, Liquor, Wine, Beer & Cider, Bar/Tavern	34 YES; 0 NO; 0 Abstentions

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Establishment Name	Address	License Type	Board Vote
Eleva Coffee GPL LLC	7 Bell Slip Space 4 AKA 21 Commercial Street	Corporate Change, Liquor, Wine, Beer & Cider, Bar/Tavern	34 YES; 0 NO; 0 Abstentions

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September 11, 2026

Chair Lily M. Fan
NYSLA
80 S. Swan Street
Albany, New York 12210-8002

Subject: SLA Applications – Board Recommendations

Dear Chair Fan,

Kindly be advised that at the regular meeting of Brooklyn Community Board No. 1, held on September 8, 2026, the board members reviewed the SLA Review & DCA Committee Report (attached), and considered the various recommendations made. The following action was taken on the following establishment: The Board Members voted to **APPROVE with STIPULATIONS: Sunday to Thursday 10 P.M. Friday, Saturday 12 A.M. No Tables and Chairs on the sidewalk. Community Board 1 must receive a notarized letter from the applicant's attorney, signed by the applicant, stating that there will be no tables, chairs, or other seating on the sidewalk at Broadway and Dunham Place. (Letter attached)** the following application:

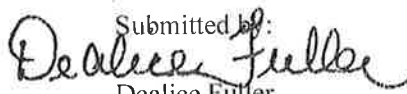
Establishment Name	Address	License Type	Board Vote
Family Group Enterprises Inc., DBA Patrizia Pizza & Pasta	35 Broadway	Class Change, Liquor, Wine, Beer & Cider, Rest	34 YES; 0 NO; 0 Abstentions

Next SLA Review & DCA Committee Meeting:

Date: Wednesday, September 16, 2026

Time: 6:30 PM

Location: Polish & Slavic Center, 176 Java Street
Brooklyn, NY 11222

Submitted by:

Dealice Fuller
Chairperson



COMMUNITY BOARD No. 1

435 GRAHAM AVENUE - BROOKLYN, NY 11211- 8813

PHONE: (718) 389-0009

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HON. ANTONIO REYNOSO
BROOKLYN BOROUGH PRESIDENT



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Subject: SLA Applications – Board Recommendations

Dear Chair Fan,

Kindly be advised that at the regular meeting of Brooklyn Community Board No. 1, held on September 8, 2026, the board members reviewed the SLA Review & DCA Committee Report (attached), and considered the various recommendations made. The following action was taken on the following establishment: **Applicant scheduled to present at the Full Board Meeting on September 8, 2026. The applicant requested for postponement to present at the Full Board Meeting on October 13, 2026. The request will be reviewed by the Executive Board on September 16, 2026:**

Establishment Name	Address	License Type	Board Vote
Green Street Music & Arts LLC, DBA Pending	259-277 Green Street	New Application & Temporary Retail Permit, Liquor, Wine, Beer & Cider, Venue for the Arts, Live Music: Various, Patron Dancing, Rooftop, Garden/Grounds	34 YES; 0 NO; 0 Abstentions

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Dear Chair Fan,

Kindly be advised that at the regular meeting of Brooklyn Community Board No. 1, held on September 8, 2026, the board members reviewed the SLA Review & DCA Committee Report (attached), and considered the various recommendations made. The following action was taken on the following establishment: The Board Members voted to **APPROVE with STIPULATIONS: Sunday to Thursday 2 A.M. Friday, Saturday 3 A.M.** the following application:

Establishment Name	Address	License Type	Board Vote
Guisados Marias Corp	1077 Flushing Avenue	New Application & Temporary Retail Permit, Liquor, Wine, Beer & Cider, Bar/Rest	34 YES; 0 NO; 0 Abstentions

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Establishment Name	Address	License Type	Board Vote
Hidden Dynasty LLC, DBA TBD	54 North 11th Street	New Application & Temporary Retail Permit, Liquor, Wine, Beer & Cider, Rest, Live Music: Cultural Performance Dance, Employee Dancing	34 YES; 0 NO; 0 Abstentions

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Establishment Name	Address	License Type	Board Vote
J&E Peruvian Kitchen Inc, DBA Lima Wok & Bowl	316 McGuinness Boulevard	New Application & Temporary Retail Permit, Wine, Beer & Cider, Rest	34 YES; 0 NO; 0 Abstentions

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Establishment Name	Address	License Type	Board Vote
Kuxtal Corp, DBA Limosneros	366 Union Avenue	New Application & Temporary Retail Permit, Liquor, Wine, Beer & Cider, Rest, Patio or Deck, Backyard	34 YES; 0 NO; 0 Abstentions

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Kindly be advised that at the regular meeting of Brooklyn Community Board No. 1, held on September 8, 2026, the board members reviewed the SLA Review & DCA Committee Report (attached), and considered the various recommendations made. The following action was taken on the following establishment: The Board Members voted to **APPROVE with STIPULATIONS: Soundproof rooftop space, umbrellas. Rooftop hours 10 P.M.** the following application:

Establishment Name	Address	License Type	Board Vote
Mamasushi Hooper LLC, DBA Mamasushi	391 Hooper Street	Method of Operation Change, Liquor, Wine, Beer & Cider, Rest, Live Music: Acoustic	34 YES; 0 NO; 0 Abstentions

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Dear Chair Fan,

Kindly be advised that at the regular meeting of Brooklyn Community Board No. 1, held on September 8, 2026, the board members reviewed the SLA Review & DCA Committee Report (attached), and considered the various recommendations made. The following action was taken on the following establishment: The Board Members voted to **DENY (Applicant did not show)** the following application:

Establishment Name	Address	License Type	Board Vote
More Foods LLC, DBA TBD	658 Driggs Avenue	New Application & Temporary Retail Permit, Liquor, Wine, Beer & Cider, Rest	34 YES; 0 NO; 0 Abstentions

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Subject: SLA Applications – Board Recommendations

Dear Chair Fan,

Kindly be advised that at the regular meeting of Brooklyn Community Board No. 1, held on September 8, 2026, the board members reviewed the SLA Review & DCA Committee Report (attached), The applicant listed has **WITHDREW** the application:

Establishment Name	Address	License Type
Motek Williamsburg LLC, DBA Pending	168-170 Wythe Avenue	New Application & Temporary Retail Permit, Liquor, Wine, Beer & Cider, Rest

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Establishment Name	Address	License Type
Republic Latin Asian Fusion Corp	181 North 10th Street	New Application & Temporary Retail Permit, Liquor, Wine, Beer & Cider, Rest

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Kindly be advised that at the regular meeting of Brooklyn Community Board No. 1, held on September 8, 2026, the board members reviewed the SLA Review & DCA Committee Report (attached), and considered the various recommendations made. The following action was taken on the following establishment:
Applicant presented at the Full Board Meeting on September 8, 2026. Due to large capacity. The application will be reviewed by the SLA Review & DCA Committee on September 16, 2026, followed by a Board vote and recommendation on October 13, 2026.

Establishment Name	Address	License Type	Board Vote
River Street Hospitality LLC and Domino Refinery LLC, DBA TBD	300 Kent Avenue	(New Application & Temporary Retail Permit, Liquor, Wine, Beer & Cider, Cabaret (Musical or Other Entertainment with 600 or More Patron Capacity), Live Music: All Types, Patron Dancing, Third Party Promoters, Patio or Deck)	34 YES; 0 NO; 0 Abstentions

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Establishment Name	Address	License Type	Board Vote
Sailor & Siren 817 Manhattan LLC	817-A Manhattan Avenue	New Application & Temporary Retail Permit, Wine, Beer & Cider, Bar/Tavern	34 YES; 0 NO; 0 Abstentions

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Establishment Name	Address	License Type	Board Vote
Salsamentaria Milagrosa LLC, DBA Salsamentaria La Milagrosa	112 Harrison Place	New Application & Temporary Retail Permit, Liquor, Wine, Beer & Cider, Rest, Live Music: Live Local Artist, Patio or Deck, Rear Yard Dining Area	34 YES; 0 NO; 0 Abstentions

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Establishment Name	Address	License Type	Board Vote
Shaking Crab Brooklyn LLC	1045 Flushing Avenue	New Application & Temporary Retail Permit, Liquor, Wine, Beer & Cider, Rest	34 YES; 0 NO; 0 Abstentions

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80 S. Swan Street
Albany, New York 12210-8002

Subject: SLA Applications – Board Recommendations

Dear Chair Fan,

Kindly be advised that at the regular meeting of Brooklyn Community Board No. 1, held on September 8, 2026, the board members reviewed the SLA Review & DCA Committee Report (attached), and considered the various recommendations made. The following action was taken on the following establishment: The Board Members voted to **APPROVE** the following application:

Establishment Name	Address	License Type	Board Vote
Sylvia Lochmann, Zum Schneider FC 03	12 Franklin Street	(One Day Alcohol Event Permit for the World Cup for Following Dates: June 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22 June 6, 23, 24, 25, 26, 27, 28, 29, 30, July 1, 2, 3 July 4, 5, 6, 7, 9, 10, 11, 14, 15, 18, 19)	34 YES; 0 NO; 0 Abstentions

Next SLA Review & DCA Committee Meeting:

Date: Wednesday, September 16, 2026

Time: 6:30 PM

Location: Polish & Slavic Center, 176 Java Street
Brooklyn, NY 11222

Submitted by:

Dealice Fuller
Chairperson



COMMUNITY BOARD No. 1

435 GRAHAM AVENUE - BROOKLYN, NY 11211- 8813

PHONE: (718) 389-0009

FAX: (718) 389-0098

Email: bk01@cb.nyc.gov

Website: www.nyc.gov/brooklyn1

HON. ANTONIO REYNOSO
BROOKLYN BOROUGH PRESIDENT



SIMON WEISER
FIRST VICE-CHAIRMAN

WARD DENNIS
SECOND VICE-CHAIRPERSON

LLOYD FENG
THIRD VICE-CHAIRPERSON

DAVID HEIMLICH
FINANCIAL SECRETARY

SONIA IGLESIAS
RECORDING SECRETARY

ROSEMARY ESPINAL
MEMBER-AT-LARGE

DEALICE FULLER
CHAIRPERSON

JOHANA PULGARIN
DISTRICT MANAGER

HON. LINCOLN RESTLER
COUNCILMEMBER, 33rd CD

HON. JENNIFER GUTIERREZ
COUNCILMEMBER, 34th CD

September 11, 2026

Chair Lily M. Fan
NYSLA
80 S. Swan Street
Albany, New York 12210-8002

Subject: SLA Applications – Board Recommendations

Dear Chair Fan,

Kindly be advised that at the regular meeting of Brooklyn Community Board No. 1, held on September 8, 2026, the board members reviewed the SLA Review & DCA Committee Report (attached), and considered the various recommendations made. The following action was taken on the following establishment: The Board Members voted to **DENY (Applicant did not show)** the following application:

Establishment Name	Address	License Type	Board Vote
The Huddle Bklyn Corp	162 Franklin Street	New Application & Temporary Retail Permit, Liquor, Wine, Beer & Cider, Rest	34 YES; 0 NO; 0 Abstentions

Next SLA Review & DCA Committee Meeting:

Date: Wednesday, September 16, 2026

Time: 6:30 PM

Location: Polish & Slavic Center, 176 Java Street
Brooklyn, NY 11222

Submitted by:

Dealice Fuller
Chairperson



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September 11, 2026

Chair Lily M. Fan
NYSLA
80 S. Swan Street
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Subject: SLA Applications – Board Recommendations

Dear Chair Fan,

Kindly be advised that at the regular meeting of Brooklyn Community Board No. 1, held on September 8, 2026, the board members reviewed the SLA Review & DCA Committee Report (attached), and considered the various recommendations made. The following action was taken on the following establishment: The Board Members voted to **APPROVE** the following application:

Establishment Name	Address	License Type	Board Vote
Top Star Brooklyn LLC	46 Norman Avenue	Applying for World Cup Events on June 11 – June 14	34 YES; 0 NO; 0 Abstentions

Next SLA Review & DCA Committee Meeting:

Date: Wednesday, September 16, 2026

Time: 6:30 PM

Location: Polish & Slavic Center, 176 Java Street
Brooklyn, NY 11222

Submitted by:

Dealice Fuller
Chairperson



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September 11, 2026

Chair Lily M. Fan
NYSLA
80 S. Swan Street
Albany, New York 12210-8002

Subject: SLA Applications – Board Recommendations

Dear Chair Fan,

Kindly be advised that at the regular meeting of Brooklyn Community Board No. 1, held on September 8, 2026, the board members reviewed the SLA Review & DCA Committee Report (attached), and considered the various recommendations made. The following action was taken on the following establishment: The Board Members voted to **APPROVE** the following application:

Establishment Name	Address	License Type	Board Vote
TRB BK LLC, DBA The right Bank	409 Kent Avenue	New Application & Temporary Retail Permit, Liquor, Wine, Beer & Cider, Bar/Tavern	34 YES; 0 NO; 0 Abstentions

Next SLA Review & DCA Committee Meeting:

Date: Wednesday, September 16, 2026

Time: 6:30 PM

Location: Polish & Slavic Center, 176 Java Street
Brooklyn, NY 11222

Submitted by:

Dealice Fuller
Chairperson



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September 11, 2026

Chair Lily M. Fan
NYSLA
80 S. Swan Street
Albany, New York 12210-8002

Subject: SLA Applications – Board Recommendations

Dear Chair Fan,

Kindly be advised that at the regular meeting of Brooklyn Community Board No. 1, held on September 8, 2026, the board members reviewed the SLA Review & DCA Committee Report (attached), and considered the various recommendations made. The following action was taken on the following establishment: The Board Members voted to **DENY (Applicant did not show)** the following application:

Establishment Name	Address	License Type	Board Vote
Williamsburg Diner II LLC, DBA Williamsburg Diner	82 south 4th Street	New Application & Temporary Retail Permit, Liquor, Wine, Beer & Cider, Rest	34 YES; 0 NO; 0 Abstentions

Next SLA Review & DCA Committee Meeting:

Date: Wednesday, September 16, 2026

Time: 6:30 PM

Location: Polish & Slavic Center, 176 Java Street
Brooklyn, NY 11222

Submitted by:

Dealice Fuller
Chairperson



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September 11, 2026

Chair Lily M. Fan
NYSLA
80 S. Swan Street
Albany, New York 12210-8002

Subject: SLA Applications – Board Recommendations

Dear Chair Fan,

Kindly be advised that at the regular meeting of Brooklyn Community Board No. 1, held on September 8, 2026, the board members reviewed the SLA Review & DCA Committee Report (attached), and considered the various recommendations made. The following action was taken on the following establishment: The Board Members voted to **APPROVE with STIPULATIONS: Sunday to Thursday Closing 2 A.M. Friday to Saturday Closing 3 A.M.** the following application:

Establishment Name	Address	License Type	Board Vote
XTC Bushwick LLC	1277 Flushing Ave	New Application and Temporary Retail Permit, Liquor, Wine Beer & Cider, Bar/Tavern	34 YES; 0 NO; 0 Abstentions

Next SLA Review & DCA Committee Meeting:

Date: Wednesday, September 16, 2026

Time: 6:30 PM

Location: Polish & Slavic Center, 176 Java Street
Brooklyn, NY 11222

Submitted by:

Dealice Fuller
Chairperson



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COUNCILMEMBER, 34th CD

September 11, 2026

Chair Lily M. Fan
NYSLA
80 S. Swan Street
Albany, New York 12210-8002

RE: Liquor Licenses RENEWALS

Dear Chair Fan:

Kindly be advised that at the regular meeting of Brooklyn Community Board No. 1, held on September 8, 2026, the board members reviewed the SLA Review & DCA Committee Report (attached), and the various recommendations made. Below are the actions taken:

LIQUOR LICENSES:

RENEWAL

1. 105 North 6th Inc, DBA Sweetwater, 105 North 6th Street, (Renewal, Liquor, Wine, Beer & Cider, Rest)
2. 732 Townies Inc, DBA Twins Lounge, 732 Manhattan Avenue, (Renewal, Liquor, Wine, Beer & Cider, Bar/Tavern)
3. Angelvan Corp, DBA L Ange Noir Cafe, 247 Varet Street, (Renewal, Liquor, Wine, Beer & Cider, Live Music: Acoustic)
4. Bistro So Corp, 530 Driggs Avenue, (Renewal, Liquor, Wine, Beer & Cider, Rest)
5. Bright Side Brooklyn LLC, DBA Bright Side, 184 Kent Avenue, (Renewal, Liquor, Wine, Beer & Cider, Rest)
6. Caribbean Sports Bar & Grill, Inc., 244 Grand Street (Ground Floor), (Renewal, Liquor, Wine, Beer & Cider, Bar/Tavern)

7. Chef Kelseay Dukae LLC, DBA Kinoko Brooklyn, 179 Meserole Avenue, (Renewal, Wine, Beer & Cider, Rest)
8. Flower Cat LLC, DBA Same, 837 Manhattan Avenue, Suite 2, (Renewal, Wine, Beer & Cider, Bar/Tavern, Live Music: Acoustic Jazz – Once a Month, Poetry Readings)
9. Gorkhali Restaurant Brooklyn Inc., 160 Havemeyer Street, Store 3, (Renewal, Wine, Beer & Cider, Rest)
10. Hard Eight Restaurant Company LLC, DBA The Whiskey Brooklyn, 44 Berry Street, (Renewal, Liquor, Wine, Beer & Cider)
11. Killowen Inc, DBA Keg & Lantern, 95-97 Nassau Avenue, (Renewal, Liquor, Wine, Beer & Cider, Restaurant Brewer, Patio or Deck)
12. KNR Partners LLC, DBA Bushniwa, 250 Varet Street, (Renewal, Liquor, Wine, Beer & Cider, Rest)
13. Le Bird LLC, DBA Les Deux Chats, 1 Dunham Place AKA 27 Broadway, (Renewal, Liquor, Wine, Beer & Cider, Rest)
14. Meane Joe Greene LLC, DBA The Grand National, 524 Grand Street, (Renewal, Liquor, Wine, Beer & Cider, Rest)
15. Misi Domino LLC, DBA Misipasta, 325 Kent Avenue, Retail 8, (Renewal, Liquor, Wine, Beer & Cider, Rest)
16. New Christinas Polish Rest Corp, 853 Manhattan Avenue, (Renewal, Wine, Beer & Cider, Rest)
17. Newtown BK LLC, DBA Newtown, 55 Waterbury Street, (Renewal, Wine, Beer & Cider, Rest, Live Music: Monthly Jazz)
18. NY Axe Williamsburg LLC, DBA NY Axe, 98 North 11th Street, (Renewal, Liquor, Wine, Beer & Cider, Bar/Tavern, Axe Throwing)
19. Paulie Gee's New York Slice LLC, DBA Paulie Gee's Slice Joint, 110 Franklin Street, (Renewal, Wine, Beer & Cider, Rest)
20. Pizza Pasta Salad LLC, 40 Clifford Place, (Renewal, Wine, Beer & Cider, Rest)
21. Polish and Slavic Center Inc, 177 Kent Street, (Renewal, Wine, Beer & Cider, Not for Profit Club with Food and Beverages, Live Music: Disco & Rock Music, Patron Dancing)
22. Raheny Tavern Corp, DBA Connie O's, 158 Norman Avenue, (Renewal, Liquor, Wine, Beer & Cider, Bar/Pub)
23. Stand Up A La Mode LLC, DBA Flop House Comedy Club, 362 Grand Street, (Renewal, Wine, Beer & Cider, Bar/Tavern, Comedy Club)
24. The West Cafe LLC, 379 Union Avenue, (Renewal, Liquor, Wine, Beer & Cider, Bar/Tavern)
25. UP 640 LLC & MDW Hospitality LLC as mgr, DBA Upside Pizza, 640 Manhattan Avenue, (Renewal, Liquor, Wine, Beer & Cider, Bar/Tavern)
26. X-Golf Brooklyn, LLC, 105 North 13th Street, (Renewal, Liquor, Wine, Beer & Cider, Bar/Tavern, Live Music: Non-amplified Music, Video/Arcade Games, Golf Simulator)

Renewal licenses were posted at the Public Hearing of the Community Board and all members were encouraged to review the list and report any issues or concerns to the SLA Review Committee. The list was also provided to both the 90 and 94 Precincts of the NYPD. After review, the Committee recommends the **APPROVAL** of all Renewal applications.

The Board Members voted to support the **APPROVAL OF THE RENEWALS**

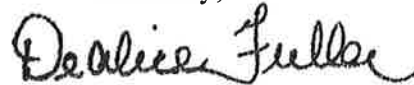
The Vote was as follows: 34 "YES"; 0 "NO"; 0 "Abstentions".

The next meeting of the SLA Review & DCA Committee is scheduled as follows:

WHEN: Wednesday, September 16, 2026
TIME: 6:30 PM
WHERE: Polish & Slavic Center.
176 Java Street
Brooklyn, NY. 11222

Working for a Better Williamsburg-Greenpoint.

Sincerely,

A handwritten signature in cursive script that reads "Dealice Fuller".

Dealice Fuller
Chairperson



COMMUNITY BOARD No. 1

435 GRAHAM AVENUE - BROOKLYN, NY 11211- 8813

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DISTRICT MANAGER

HON. LINCOLN RESTLER
COUNCILMEMBER, 33rd CD

HON. JENNIFER GUTIERREZ
COUNCILMEMBER, 34th CD

September 9, 2026

Chair Lily M. Fan
NYSLA
80 S. Swan Street
Albany, New York 12210-8002

RE: SIDEWALK CAFÉ & ROADWAY CAFE

Dear Chair Fan:

Kindly be advised that at the regular meeting of Brooklyn Community Board No. 1, held on September 8, 2026, the board members reviewed the SLA Review & DCA Committee Report (attached) and the various recommendations made. Below are the actions taken:

SIDEWALK CAFÉ & ROADWAY CAFÉ:

1. Kokomo Restaurant LLC, 65 Kent Avenue
Committee Recommended APPROVAL.
2. Life's a Pink Beach Corp, DBA Fiction, 308 Hooper Street
Committee Recommended APPROVAL.

Sidewalk Café applications were posted at the Public Hearing of the Community Board, and all members were encouraged to review the list and report any issues or concerns to the SLA Review Committee. The list was also provided to both the 90 and 94 Precincts of the NYPD.

The Board Members voted to support the APPROVAL OF THE SIDEWALK CAFÉ & ROADWAY CAFÉ

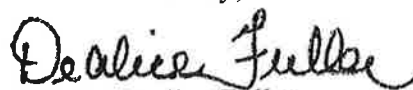
The Vote was as follows: 34 "YES"; 0 "NO"; 0 "Abstentions".

The next meeting of the SLA Review & DCA Committee is scheduled as follows:

WHEN: Wednesday, September 16, 2026
TIME: 6:30 PM
WHERE: Polish & Slavic Center.
176 Java Street
Brooklyn, NY. 11222

Working for a Better Williamsburg-Greenpoint.

Sincerely,

A handwritten signature in cursive script that reads "Dealice Fuller".

Dealice Fuller
Chairperson

From: [Rahil Ashruff](#)
To: [LicensesBK01 \(CB\)](#)
Subject: [EXTERNAL] Mama Sushi - 391 Hooper St - 2am
Date: Tuesday, June 16, 2026 1:45:38 PM

You don't often get email from [Learn why this is important](#)

CAUTION! EXTERNAL SENDER. Never click on links or open attachments if sender is unknown, and never provide user ID or password. If **suspicious**, report this email by hitting the **Phish Alert Button**. If the button is unavailable or you are on a mobile device, forward as an attachment to phish@oti.nyc.gov.

Dear Board Members,

My name is Rahil Ashruff, and my wife, Danica Ashruff, and I reside at Borinquen Place, Brooklyn, NY 11211. We are the direct neighbors of Mama Sushi, located at 391 Hooper Street.

We respectfully request that Mama Sushi not be permitted to operate until 2:00 AM. As immediate neighbors who share a wall with the establishment, we have experienced ongoing quality-of-life issues related to excessive noise and disruptive activity associated with the business.

My wife and I have lived in our apartment since 2013 and have witnessed these issues firsthand. Since Mama Sushi opened, we have had to contact 311 on multiple occasions due to excessive noise coming from the restaurant. The music is often so loud that our walls vibrate inside our home. In particular, the rooftop dining area regularly plays amplified music that carries directly into our apartment.

I have personally approached the staff to request that the music, including music played by DJs, be lowered. Unfortunately, these concerns have not been adequately addressed. In addition to the noise, patrons frequently congregate outside our apartment late into the evening, smoking marijuana, speaking loudly/yelling, and leaving trash on neighboring properties and sidewalks.

The amount of trash that has accumulated on our block is staggering.

Having lived in our apartment since 2013, we did not experience these issues to the same extent prior to the restaurant's opening. Since the restaurant opened, we have experienced an increase in pests, including cockroaches, ants, and mice in our apartment. While we cannot definitively determine the cause, the timing has been concerning.

Combined with the ongoing noise, litter, and disruptive behavior from patrons, these issues have made it increasingly difficult to comfortably enjoy and maintain our home.

Our concern is not with the existence of the business itself, but with its apparent lack of consideration for the surrounding residential community. Based on our experience as direct neighbors, extending the establishment's operating hours until 2:00 AM would likely worsen these ongoing issues and further impact the quality of life of nearby residents.

I would also like to apologize for not being able to attend the public hearing in person. I had

an unexpected work-related obligation that prevented me from attending. However, I wanted to ensure that my concerns as a neighboring resident were submitted for consideration as part of the review process.

Additionally, I would like to note that I was not aware of the public hearing until very recently. Although an "Attention Residents and Neighbors" notice was posted on the restaurant's door, I did not see the notice until June 16, 2026. Had I been aware of the hearing sooner, I would have made every effort to participate.

I would also like to acknowledge Johana and the staff at the Community Board office. I stopped by the office to discuss this matter, and they were extremely helpful, professional, and responsive in answering my questions and guiding me through the process.

We respectfully ask that these concerns be considered during your review of this application.

Thank you for your time and consideration. We appreciate the opportunity to provide input and hope that the concerns of neighboring residents will be taken into account when evaluating this request.

I look forward to your response. Should you have any questions or require any additional information, please feel free to contact me at (518) 312-3172.

Sincerely,

Rahil Ashruff
Danica Ashruff
Brooklyn, NY 11211

--

Rahil Ashruff

[EXTERNAL] Complete Street for Metropolitan Avenue!

From Elaine Lamm <

Date Mon 7/13/2026 6:42 PM

To BK01 (CB) <bk01@cb.nyc.gov>

CAUTION! EXTERNAL SENDER. Never click on links or open attachments if sender is unknown, and never provide user ID or password. If suspicious, report this email by hitting the Phish Alert Button. If the button is unavailable or you are on a mobile device, forward as an attachment to phish@oti.nyc.gov <<mailto:phish@oti.nyc.gov>>.

Dear Brooklyn Community Board 1,

As a constituent, I am asking you to call on the city to redesign Metropolitan Avenue, from a dangerous traffic-choked street into one that is safe for the most vulnerable -- seniors, children, pedestrians, bicyclists, micromobility users and others.

Metropolitan Avenue is a chaotic truck route that desperately needs a complete overhaul in order to adequately serve the residents and businesses of this area. This is a vital corridor for residents, and we demand a street that functions better as well as positively contributes to our quality of life.

Sincerely,

Elaine Lamm

Bedford Ave Brooklyn, NY 11211-3200

New York State Voter Registration Form

Register to vote

With this form, you register to vote in elections in New York State. You can also use this form to:

• change the name or address on your voter registration

• become a member of a political party

• change your party membership

• pre-register to vote if you are 16 or 17 years of age

To register you must:

• be a US citizen;

• be 18 years old (you may pre-register at 16 or 17 but cannot vote until you are 18);

• not be in prison for a felony conviction;

• not claim the right to vote elsewhere;

• not found to be incompetent by a court.

Verifying your identity

We will try to check your identity before Election Day, using your DMV number (driver's license number or non-driver ID number), or the last four digits of your Social Security number, which you will fill in below.

If you have a DMV number, you must provide it. If you do not have a DMV number, you must provide the last four digits of your Social Security number. If you have neither, you may provide a valid photo ID, current utility bill, bank statement, paycheck, government check or some other government document that shows your name and address. You may include a copy of one of those types of ID with this form—be sure to tape the sides of the form closed.

If we are unable to verify your identity before Election Day, you will be asked for ID when you vote for the first time.

Send or deliver this form

Fill out the form below and send it to your county's address on the back of this form, or take this form to the office of your County Board of Elections.

This form must be received no later than 10 days before the election you want to vote in. Your county will notify you that you are registered to vote.

Questions?

Call your County Board of Elections listed on the back of this form or 1-800-FOR-VOTE (TDD/TTY Dial 711).

Find answers or tools on our website

[www.elections.ny.gov](#)

Para obtener este formulario en español, llame al 1-800-367-8683

한국어 양식을 원하시면 1-800-367-8683 번으로 전화하세요

Para sa mabuo na ito sa Tagalog, tumawag sa 1-800-367-8683

বাংলায় এই ফর্মের জন্য 1-800-367-8683 নম্বরে কল করুন

如需此表格的中文版本, 請撥打 1-800-367-8683

اس فارم کے اردو نسخے کے لیے 1-800-367-8683 پر کال کریں

ഈ ഫോം മലയാളത്തിൽ ലഭിക്കാൻ, 1-800-367-8683 എന്ന നമ്പറിൽ വിളിക്കുക

!

It is a crime to procure a false registration or to furnish false information to the Board of Elections.

Please print in blue or black ink.

1

Are you a citizen of the U.S.?

☐ Yes

☐ No

If you answer *No*, you cannot register to vote.

2

A) Will you be 18 years of age or older on or before Election Day?

☐ Yes

☐ No

B) Are you at least 16 years of age and understand that you must be 18 years of age on or before Election Day to vote, and that until you will be eighteen years of age at the time of such election your registration will be marked "pending" and you will be unable to cast a ballot in any election?

☐ Yes

☐ No

If you answer *No* to both of the prior questions, you cannot register to vote.

For board use only

Your name

3

Last Name

First Name

Suffix

Middle Initial

More information

Items 5, 6 & 7 are optional

4

Birthdate

M

M

/

D

D

/

Y

Y

Y

Y

5

Gender

6

Phone

7

Email

The address where you live

8

Address (not P.O. box)

Apt. Number

Zip code

City/Town/Village

New York State County

The address where you receive mail

Skip if same as above

9

Address or P.O. box

P.O. Box

Zip code

City/Town/Village

Voting history

10

Have you voted before?

☐ Yes

☐ No

11

What year?

Voting information that has changed

Skip if this has not changed or you have not voted before

12

Your name was

Your address was

Your previous state or New York State County was

Identification

You must make one selection. If you have a NY DMV number, you must provide it. For questions, please refer to *Verifying your identity* above.

13

☐ I have a New York DMV number:

☐ I do not have a New York DMV number.

The last four digits of my Social Security number are:

☐ I do not have a New York DMV number or a Social Security number.

Political party

You must make 1 selection

Political party enrollment is optional but that, in order to vote in a primary election of a political party, a voter must enroll in that political party, unless state party rules allow otherwise.

14

I wish to enroll in a political party

☐ Democratic party

☐ Republican party

☐ Conservative party

☐ Working Families party

☐ Other

I do not want to enroll in any political party and wish to be an independent voter

☐ No party

Affidavit: I swear or affirm that

• I am a citizen of the United States.

• I will have lived in the county, city or village for at least 30 days before the election.

• I meet all requirements to register to vote in New York State.

• This is my signature or mark in the box below.

• The above information is true, I understand that if it is not true, I can be convicted and fined up to \$5,000 and/or jailed for up to four years.

Sign

Date

Optional questions

15

☐ I need to apply for a mail ballot.

☐ I would like to be an Election Day worker.

Rev 03/10/2026

Address and stamp this section

Your address



Place
First-Class
Stamp
Here

Before mailing,
remove tape,
fold and seal

Your County Board of Elections address (select from below)

New York City 32 Broadway, 7th Fl. New York, NY 10004 (212) 487-5300	Chenango 5 Court St. Norwich, NY 13815 (607) 337-1760	Franklin 355 West Main St. Ste. 161 Malone, NY 12953 (518) 481-1663	Lewis 7660 N. State St. Lowville, NY 13367 (315) 376-5329	Oneida Union Station 321 Main St. 3rd Fl. Utica, NY 13501 (315) 798-5765	Putnam 25 Old Route 6 Carmel, NY 10512 (845) 808-1300	Schuyler County Office Bldg. 105 9th St., Unit 13 Watkins Glen, NY 14891 (607) 535-8195	Ulster 79 Hurley Ave. Suite 112 Kingston, NY 12401 (845) 334-5470
Albany 260 S. Pearl St. Albany, NY 12202 (518) 487-5060	Clinton Cnty Government Ctr. Ste. 104 137 Margaret St. Plattsburgh, NY 12901 (518) 565-4740	Fulton 2714 St. Hwy 29 Ste. 1 Johnstown, NY 12095 (518) 736-5526	Livingston County Govt. Ctr. 6 Court St. Room 104 Geneseo, NY 14454 (585) 243-7090	Onondaga 1000 Erie Blvd West Syracuse, NY 13204 (315) 435-3312	Rensselaer Ned Pattison Government Ctr. 1600 Seventh Ave. Troy, NY 12180 (518) 270-2990	Seneca One DiPronio Dr. Waterloo, NY 13165 (315) 539-1760	Warren Cnty. Municipal Ctr. 3rd Floor Human Serv. Bldg 1340 St. Rte. 9 Lake George, NY 12845 (518) 761-6456
Allegany 8 Willets Ave. Belmont, NY 14813 (585) 268-9294	Columbia 401 State St. Hudson, NY 12534 (518) 828-3115	Genesee County Building #1 15 Main St. Batavia, NY 14020 (585) 815-7804	Madison County Office Bldg. N. Court St. PO Box 666 Wampsville, NY 13163 (315) 366-2231	Ontario 74 Ontario St. Canandaigua, NY 14424 (585) 396-4005	Rockland 11 New Hempstead Rd. New City, NY 10956 (845) 638-5172	Steuben 3 E. Pulteney Sq. Bath, NY 14810 (607) 664-2260	Washington 1153 Burgoyne Ave. Fort Edward, NY 12828 (518) 746-2180
Broome Government Plaza 60 Hawley St. PO Box 1766 Binghamton, NY 13902 (607) 778-2172	Cortland 112 River St. Suite 1 Cortland, NY 13045 (607) 753-5032	Greene 411 Main St. Ste. 437 Catskill, NY 12414 (518) 719-3550	Monroe 435 Smith St. Rochester, NY 14608 (585) 753-1550	Orange 75 Webster Ave PO Box 30 Goshen, NY 10924 (845) 360-6500	St. Lawrence 80 State Hwy 310 Canton, NY 13617 (315) 379-2202	Suffolk Yaphank Ave. PO Box 700 Yaphank, NY 11980 (631) 852-4500	Wayne 7376 State Rte. 31 PO Box 636 Lyons, NY 14489 (315) 946-7400
Cattaraugus 207 Rock City St. Suite 100 Little Valley, NY 14755 (716) 938-2400	Delaware 97 Main St. Suite 5 Delhi, NY 13753 (607) 832-5321	Hamilton Rte. 8 PO Box 175 Lake Pleasant, NY 12108 (518) 548-4684	Montgomery Old Courthouse 9 Park St. PO Box 1500 Fonda, NY 12068 (518) 853-8180	Orleans 14016 Route 31 West, Ste. 140 Albion, NY 14411 (585) 589-3274	Saratoga 50 W. High St. Ballston Spa, NY 12020 (518) 885-2249	Sullivan Gov't. Ctr. 100 North St. PO Box 5012 Monticello, NY 12701 (845) 807-0400	Westchester 445 Hamilton Ave. 8th Floor White Plains, NY 10601 (914) 995-5700
Cayuga 157 Genesee St. (Basement) Auburn, NY 13021 (315) 253-1285	Dutchess 112 Delafield Street Suite 200 Poughkeepsie, NY 12601 (845) 486-2473	Herkimer 109 Mary St. Ste. 1306 Herkimer, NY 13350 (315) 867-1102	Nassau 240 Old Country Rd. 5th Fl. PO Box 9002 Mineola, NY 11501 (516) 571-8683	Oswego 74 Bunner St. Suite 1 Oswego, NY 13126 (315) 349-8350	Schenectady 2696 Hamburg St. Schenectady, NY 12303 (518) 377-2469	Tioga 1062 State Rte. 38 PO Box 306 Owego, NY 13827 (607) 687-8261	Wyoming 4 Perry Ave. Warsaw, NY 14569 (585) 786-8931
Chautauqua 7 North Erie St. Mayville, NY 14757 (716) 553-4580	Erie 134 W. Eagle St. Buffalo, NY 14202 (716) 858-8891	Jefferson 175 Arsenal St. Watertown, NY 13601 (315) 785-3027	Oswego Ste. 2 140 County Hwy. 33W Cooperstown, NY 13326 (607) 547-4247	Schoharie County Office Bldg. 284 Main St. PO Box 99 Schoharie, NY 12157 (518) 295-8388	Tompkins Court House Annex 128 E. Buffalo St. Ithaca, NY 14850 (607) 274-5522	Yates Ste. 1124 417 Liberty St. Penn Yan, NY 14527 (315) 536-5135	
Chemung 378 South Main St. PO Box 588 Elmira, NY 14902 (607) 737-5475	Essex 7551 Court St. PO Box 217 Elizabethtown, NY 12932 (518) 873-3474		Niagara 111 Main St. Ste. 100 Lockport, NY 14094 (716) 438-4040				

(Optional) Register to donate your organs and tissues

If you would like to be an organ and tissue donor upon your death, you may enroll in the NYS *Donate Life*TM Registry online at www.donatelife.ny.gov or complete the form below.

You will receive a confirmation email or letter, which will also provide you an opportunity to limit your donation.



Last name

First name

Middle InitialSuffix

Address

Apt. NumberZip code

City

Birth date

M

M

/

D

D

/

Y

Y

Y

Y

Gender

☒M☐F

Eye color

Email

Height

Ft.

In.

DMV or ID NYC #

By signing below,
you certify that you are:

- 16 years of age or older;
- consenting to donate all of your organs and tissues for transplantation, research, or both;
- authorizing the Board of Elections to provide your name and identifying information to NYS *Donate Life*TM Registry for enrollment;
- and authorizing the Registry to give access to this information to federally regulated organ procurement organizations and NYS-licensed tissue and eye banks and others approved by the NYS Commissioner of Health upon your death.

Sign

Date

From: [BK01 \(CB\)](#)
To: [Castrillon, Luis](#)
Subject: Fw: [EXTERNAL] 19-Resident Petition and Written Testimony - River Street Hospitality, 300 Kent Avenue - NA-0417-26-114716
Date: Tuesday, September 8, 2026 12:03:36 PM
Attachments: [River_Street_Petition_Public_Submission_19_Signers.pdf](#)

From: Raj Advani <>

Sent: Tuesday, September 8, 2026 9:31 AM

To: BK01 (CB) <bk01@cb.nyc.gov>

Cc: abc.sm.licensing.info <>;

<5>

Subject: [EXTERNAL] 19-Resident Petition and Written Testimony - River Street Hospitality, 300 Kent Avenue - NA-0417-26-114716

[You don't often get email from Learn why this is important at
<https://aka.ms/LearnAboutSenderIdentification>]

CAUTION! EXTERNAL SENDER. Never click on links or open attachments if sender is unknown, and never provide user ID or password. If suspicious, report this email by hitting the Phish Alert Button. If the button is unavailable or you are on a mobile device, forward as an attachment to phish@oti.nyc.gov<<mailto:phish@oti.nyc.gov>>.

Dear members of Brooklyn Community Board 1 and State Liquor Authority staff:

Please accept the attached petition signed by 19 residents of 8 South 4th Street, representing at least 15 apartments, regarding the liquor-license application by River Street Hospitality LLC and Domino Refinery LLC at 300 Kent Avenue (Application NA-0417-26-114716), listed as Item 5 on CB1's September 8 agenda.

We do not oppose the venue and welcome responsibly contained indoor programming. Our building is just one block away, and residents already experience substantial noise from outdoor music and events at Domino Square. Our concern is the cumulative impact of adding another recurring source of outdoor music so close to our homes.

We therefore ask CB1 to condition any favorable recommendation on the petition's seven written stipulations restricting outdoor music and entertainment. We also ask the SLA to incorporate those stipulations into the approved method of operation and any permit or license, as applicable.

Please circulate the petition to Board members before the application is considered, include it in the meeting record, and transmit it with CB1's recommendation to the SLA. Please also share it with the applicant's representatives and request a written response to the proposed stipulations.

The attachment includes the petition text, signers' names and building

addresses authorized for submission, and selected comments shared with permission. Email addresses, apartment numbers and individual response timestamps have been omitted in accordance with signers' consent.

I plan to speak at tonight's meeting and will bring printed copies.

Thank you,
Rajeev Advani

[EXTERNAL] LETTER OF SUPPORT FOR SLA APPLICANT - RIVER STREET HOSPITALITY

From Bill Harvey <>

Date Thu 8/27/2026 2:28 PM

To BK01 (CB) <bk01@cb.nyc.gov>

[You don't often get email from Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

CAUTION! EXTERNAL SENDER. Never click on links or open attachments if sender is unknown, and never provide user ID or password. If suspicious, report this email by hitting the Phish Alert Button. If the button is unavailable or you are on a mobile device, forward as an attachment to phish@oti.nyc.gov <<mailto:phish@oti.nyc.gov>>.

To: Community Board 1 SLA Committee

RE: Meeting September 8th, 2026

ATTN: Arthur Dybanowski and Bogdan Bachorowski, Co-Chairs

LETTER OF SUPPORT FOR APPLICANT

As a resident of North Brooklyn for more than 40 years, I am writing in support of granting a liquor, wine, beer, and cabaret license to River Street Hospitality LLC and Domino Refinery LLC, DBA TBD, at 300 Kent Avenue. This venue will be a welcome addition to our local community's cultural life and to the city. The operators are exemplary and bring deep experience creating vibrant cultural hubs in North America and the UK.

Thank you,
William Harvey
Brooklyn 11211

Petition text as signed

Petition to Brooklyn Community Board 1 and the New York State Liquor Authority for Binding Outdoor-Music Restrictions at 300 Kent Avenue

Regarding: River Street Hospitality LLC and Domino Refinery LLC, DBA TBD
Premises: 300 Kent Avenue, Brooklyn, New York
SLA Application: NA-0417-26-114716

This petition does not oppose the proposed venue at 300 Kent Avenue. It asks Brooklyn Community Board 1 to condition any favorable recommendation on clear, enforceable written stipulations prohibiting outdoor music and entertainment while permitting ordinary outdoor seating and appropriately contained indoor music. It also asks the New York State Liquor Authority to incorporate those stipulations into the premises' approved method of operation and any permanent license issued for the venue.

Please read the full petition below before signing. Please sign by Monday, September 7, 2026 at 8:00 p.m.

Our position and neighborhood concern

We, the undersigned residents of 8 South 4th Street, a residential building located one block from the proposed venue, do not oppose the proposed venue or its liquor-license application. We welcome responsible indoor programming by a qualified operator at the Domino Refinery.

Our concern is limited to outdoor music and amplified sound.

The publicly available application information identifies live music of all types, third-party promoters, and a patio or deck, but does not clearly state whether live or recorded music may be used in the venue's outdoor areas.

Our building already experiences frequent outdoor-event noise from Domino Square. Residents have recorded sound levels of approximately 60 dB inside their apartments during outdoor events, which can occur two to three times per week during the summer. For context, NYC Administrative Code § 24-231(a)(1) limits sound attributable to commercial music to 42 dB(A), as measured inside a receiving dwelling unit. Residents on the lower floors are particularly affected.

Adding another recurring source of outdoor music would impose an unreasonable cumulative burden on an already noise-saturated residential waterfront neighborhood.

19 residents of 8 South 4th Street
Representing at least 15 apartments

Organizer summary based on the 19 responses reviewed September 8, 2026. The original circulation deadline is retained above as part of the signed text.

Requested binding stipulations - conditions 1 through 3

We therefore ask Brooklyn Community Board 1 to recommend approval of the application only if the applicant accepts the following written stipulations and the New York State Liquor Authority incorporates them into both the temporary retail permit and permanent license:

- 1. No outdoor music or performances.** No live music, recorded music, DJs, performances, entertainment, or sound checks arranged, hosted, supplied, or permitted by the venue or any event organizer may occur in any patio, deck, terrace, or other outdoor area, whether amplified or unamplified.
- 2. No outdoor sound equipment.** No speakers, subwoofers, portable sound systems, musical amplification, or other entertainment sound equipment may be installed, placed, or operated outdoors or directed toward an outdoor area. Legally required emergency announcement systems would be excepted.
- 3. Ordinary patio use remains permitted.** Outdoor areas may be used for ordinary seating, dining, and conversation, but not for venue-provided or promoter-provided music or entertainment.

Requested binding stipulations - conditions 4 through 7

- 4. Indoor music must remain indoors.** Whenever amplified music or entertainment occurs inside the premises, exterior doors and windows must remain closed except for brief patron entry and exit. Speakers may not be directed toward exterior doors, windows, or outdoor areas.
- 5. Restrictions apply to every event operator.** These conditions must apply to the licensee, private rentals, third-party promoters, event producers, performers, vendors, and any temporary, sponsored, or special event conducted at the premises.
- 6. No exception without new community review.** Any future proposal to introduce outdoor music or entertainment must be separately presented to Brooklyn Community Board 1 for public review before the applicant seeks approval from the State Liquor Authority.
- 7. Community contact and complaint record.** The venue must provide a named community liaison who is reachable whenever music or entertainment is occurring and must maintain a written record of neighborhood noise complaints and the venue's response.

What we are asking CB1 to do

These conditions are not intended to restrict appropriately contained indoor music or the ordinary operation of the venue. They are intended to prevent a new recurring source of outdoor music in a neighborhood that is already heavily affected by outdoor programming.

By signing below, I ask Brooklyn Community Board 1 to condition any favorable recommendation concerning this application on the stipulations described above, and I ask the New York State Liquor Authority to incorporate those stipulations into the premises' approved method of operation and any permanent license issued for the venue.

Signatory appendix

19 residents | 8 South 4th Street, Brooklyn, New York

All 19 respondents selected the following authorization:

I have read and support this petition. I authorize the petition organizer to submit my full name and building address to Brooklyn Community Board 1 and the New York State Liquor Authority. I understand that this information may become part of a public record. My email address and apartment number will be used only to verify and organize responses and will not be included in the petition or public signatory list.

Your signature

Each adult resident should submit a separate response. Multiple adults from the same apartment may sign.

NAME	BUILDING ADDRESS
aaron comess	8 South 4th Street, Brooklyn, NY 11249
Ann Murtha Mason	8 South 4th Street, Brooklyn, NY 11249
Cherie Moody	8 South 4th Street, Brooklyn, NY 11249
Colleen Glander	8 South 4th Street, Brooklyn, NY 11249
Dan Cappetta	8 South 4th Street, Brooklyn, NY 11249
Hayeong park	8 South 4th Street, Brooklyn, NY 11249
Jennifer Lim	8 South 4th Street, Brooklyn, NY 11249
John Jonas	8 South 4th Street, Brooklyn, NY 11249
Katlyn Nemani	8 South 4th Street, Brooklyn, NY 11249
Michael Moody	8 South 4th Street, Brooklyn, NY 11249
Raj Advani	8 South 4th Street, Brooklyn, NY 11249
Robert Mallia	8 South 4th Street, Brooklyn, NY 11249
Sangwoo yoo	8 South 4th Street, Brooklyn, NY 11249
Silvina Perez Cunarro	8 South 4th Street, Brooklyn, NY 11249
Stacey Elias	8 South 4th Street, Brooklyn, NY 11249
Timothy Jee-Fei Leung	8 South 4th Street, Brooklyn, NY 11249
Valerie Chang	8 South 4th Street, Brooklyn, NY 11249
Vicky Zhou	8 South 4th Street, Brooklyn, NY 11249
Young Yu	8 South 4th Street, Brooklyn, NY 11249

Names retain the spelling and capitalization entered by signers. Building addresses are standardized, and apartment numbers are omitted, including numbers entered in the address field.

Selected resident comments

The following comments or excerpts are included with each signer's express permission for attribution by name.

All for the introduction of this F&B venue added to the neighborhood, just not for unlimited exterior amplified music.

Robert Mallia

The amplified music, announcements, and general crowd noise can be clearly heard inside our home, sometimes for extended periods of time. It makes it difficult to relax, watch TV, have conversations, or enjoy a quiet evening at home.

Hayeong park (excerpt)

We look directly to Domino and already the outdoor venues are too loud.

Ann Murtha Mason

Organizer's note on the record

The petition's approximately 60 dB readings are resident-reported measurements. They are not presented here as official DEP measurements or findings of a violation. The seven stipulations are requested conditions; this submission does not assert that they have already been adopted.

This packet contains the petition text, authorized names and building addresses, and the selected comments above. Respondents' email addresses, apartment numbers and submission timestamps are excluded.

Prepared by Raj Advani, resident of 8 South 4th Street.



Kristen Gonzalez

QUEENS • BROOKLYN • MANHATTAN



Brooklyn Board Report | September 2026

New York Fights AI Data Centers Tour

Senator Kristen Gonzalez and Food & Water Watch went on a statewide tour of 13 data center sites throughout New York State to hear from local advocates how they've been fighting data centers. Senator Gonzalez is leading New York's



response to unchecked data center development. In June, she passed the Responsible Data Center Development Act (S10642 GONZALEZ/A11560 BARRETT) and worked with Governor Hochul to establish the first-in-the-nation statewide data center moratorium. In August, Senator Gonzalez traveled across the State from Buffalo to the Finger Lakes to the Hudson Valley and Rockland County to Ithaca and Syracuse, visiting 13 proposed or existing data centers across the State to hear directly from impacted communities.

Currently, there are over 30 proposed data centers that would increase electricity demand by over 11,000 megawatts — nearly double the demand of all households in the State. We cannot afford higher utility bills, further strain on our energy grid, more pollution, or the draining of our natural resources. In addition to the moratorium, Senator Gonzalez's bill would have requirements around public participation and transparency, renewable energy use, labor standards, and public benefits. If big tech wants to come on our turf, they have to do it on our terms!

Senator Gonzalez Hosts G-Train Press Conference on Small Business Impacts



On August 20, Senator Gonzalez joined Shop Small Greenpoint for a press conference on the impacts of G-Train weekend service disruptions on small businesses and to call on the MTA to not shut down service for three weekends in December. The MTA is conducting much needed signal modernization and repairs on the tunnel between

Greenpoint and Long Island City. During this time, they have had to cancel all service on several weekends, cutting residents off from other neighborhoods and reducing the number of visitors to small businesses.

In July, Shop Small Greenpoint released a [report](#) finding that small businesses in the neighborhood lose an average of 22% of their regular business on weekends when the G train is shut down for maintenance or planned improvements. The MTA is currently planning to conduct weekend work requiring a full G-Train shutdown on the first three weekends in December, the busiest shopping time when most small businesses make their money. Senator Gonzalez, Assemblymember Emily Gallagher, and the Deputy Borough President stood with small business to ask the MTA to work with the community to move the weekend work from December.

Jackson Plaza Pop-Up Ribbon Cutting

On August 18, Senator Gonzalez cut the ribbon on the Jackson Street Pop-Up Plaza, bringing another public open space to the community. This area was cut in half by the BQE, and the open plaza brings together both sides of Meeker Avenue, connecting the neighborhood, making streets safer, and creating more public space for people to gather together. Thank you to North Brooklyn Parks Alliance, North Brooklyn Open Streets, the Exley, NYC DOT, and all the community members and advocates who came out for the ribbon cutting!



Senator Gonzalez Issues Statement Defending Elections

As Chair of the New York State Senate Committee on Elections, Senator Gonzalez is deeply concerned about attempts by the federal administration to undermine trust in elections and limit access to the polls. Legal challenges have been made by the New York Attorney General and several other states, along with the League of Women Voters and advocates, to fight against an executive order that would require the United State Postal Service to change rules and processes around absentee ballots. On August 24, the Supreme Court cleared an injunction allowing USPS to move forward with its rule-making process. Two days later, Attorney General James was back in court to challenge the legality of the executive order and the newly published rules. Senator Gonzalez issued the following statement in response:

"I applaud New York State Attorney General Tish James and the other states who are back in court to stop the federal government from enforcing a USPS rule that would restrict mail-in voting and undermine states' legal authority to conduct their own elections. Monday's Supreme Court ruling paved the way for Donald Trump to enforce parts of his unconstitutional executive order related to election administration. While that case was a procedural ruling and does not engage with the legal merits of the EO, it is a troubling sign that the conservative majority on the Supreme Court will co-sign Trump's attempted power grabs and undermine our democracy. The constitution gives states the right to conduct elections, including mail-in and absentee ballot collection. Mail in voting expands access to the polls and makes our democracy more fair. We cannot allow our rights to erode, and we will continue to fight these attempts to weaken our elections."

As the legal battle continues, Senator Gonzalez will continue to advocate for fair and free elections that follow the rule of law and enable all eligible voters to exercise their rights to vote.

Transmitter Park Statement

On August 6, the New York City Parks Department held a public meeting to present a concession for Transmitter Park that includes a public restroom, cafe, and marina. Following this meeting, Senator Gonzalez issued a statement expressing her concerns about the project. She also sent a letter with Council Member Lincoln Restler and Assemblymember Emily Gallagher requesting the Parks Department withdraw the concession. Our office will continue to follow the developments at Transmitter Park and update the community. You can read Senator Gonzalez's full statement on instagram, and read part below:

"While the community has been asking for a public bathroom at this location for years, I have concerns over the scale of the proposed marina and do not believe a public restroom should be dependent on the ability to generate revenue.

I am also concerned about the lack of public engagement prior to awarding a concession at Transmitter Park. This park is beloved by the community and used regularly as a peaceful oasis for neighbors. The people who use this park must be consulted about their needs before any decisions are finalized, and we must ensure that public parks remain accessible to everyone."

Senator Gonzalez Stands up for Immigrants' Rights

On August 14, Senator Gonzalez organized an immigration rights small business canvass in North Brooklyn with Hands Off NYC and the Brooklyn Chamber of Commerce. Volunteers visited small businesses in Williamsburg with information on how to protect workers and customers from ICE and ensure that businesses know their rights when faced with immigration enforcement. This is the second canvass Senator Gonzalez sponsored with Hands Off NYC as an effort to increase information and resources for immigrant New Yorkers.



On August 12, Senator Gonzalez joined Governor Kathy Hochul, Attorney General Letitia James, and Mayor Zohran Mamdani to announce \$7.25 million in funding for legal services for 1,400 unaccompanied immigrant children. This funding is needed because this federal administration cut funding for these services, leaving children to navigate the complex immigration system on their own. Senator Gonzalez applauded Governor Hochul's restoration of this funding, saying, "It speaks to the unbearable cruelty of this federal administration's approach to immigration that they would cut resources for children facing a draconian legal process. New York was built by immigrants, and we must continue to protect our neighbors from intimidation and overreach by the federal government."

Senator Gonzalez passed a bill to codify the legal right to education for children regardless of immigration status as part of a comprehensive package of immigration bills this year. This package included important protections for immigrants including prohibiting ICE from sensitive locations, like schools and hospitals, and banning 287(g) agreements that allow local governments from collaborating with ICE. A judge struck down one of the bills in this package, prohibiting ICE and federal law enforcement agents from covering their faces or shielding their identities. Senator Gonzalez joined her colleagues on August 4 to support this law.

Senator Gonzalez Attends \$3 CitiBike Campaign Launch

Prices for Citi Bike have nearly tripled in five years going from \$4.50 to \$12.15 for a 45-minute bike ride. As Citi Bike becomes more popular and effective, these price hikes can make it unaffordable for New Yorkers who need it the most. Senator Gonzalez joined Transportation Alternatives and the City Bike Riders Union to launch their campaign for \$3 Citi Bike rides!



New York City Public Schools Issues Guidance on AI in the Classroom, Banning Generative AI In 2K - 8th Grade

New York State Senator Kristen Gonzalez and City Council Member Carmen De La Rosa, Chairs of the Senate and City Council Committees on Internet and Technology, issued a statement following the release of the New York City Public School's guidance on AI. The statement supports the ban of generative



Artificial Intelligence in grades 2K - 8, but expresses concerns about five pilot programs to be used in High School and the lack of digital literacy education.

"Our country's largest public school system is tasked with developing young minds, and it has the opportunity to serve as a leader in informing the future of safe, responsible integration of technology into its educational ecosystem. Guidance on emerging technology is crucial for educators to understand classroom requirements, parents to understand how their children interact with new technology in their learning environment, and students to identify the risks associated with AI and other developing technologies. AI tools must be accompanied by thorough, transparent evaluations and oversight that are guided by developmentally appropriate learning objectives, and students must be taught comprehensive digital literacy and computer science – AI should safely supplement learning, not replace or endanger it. While we see this guide as a step forward in the conversation, the NYCPS guidance falls short of what is needed to meet this moment. We are pleased to hear that NYCPS is banning all use of AI from Pre-K to Grade 8 while the educational efficacy is still being determined. Five pilot programs, however, are being implemented in high schools with no prior evaluation criteria established. Introducing a technology without clear criteria for safety, bias, and outcomes is bad policy that could harm cognitive and social development. Chancellor Samuels should postpone these pilots until the tools can be properly assessed."

You can read their full statement [HERE](#).

Celebrating Summer at Community Festivals and Family Days

This summer was filled with open streets, festivals, family days, barbecues, and most importantly spending time with our loved ones and neighbors. Senator Gonzalez joined events throughout the District including Kingsland Wildflower Festival to provide resources, speak with neighbors, and celebrate the city! As summer comes to a close, our office will continue to hold mobile office hours in libraries and host events throughout the district.





Join Assemblywoman Davila and Aunt Hilda for a Paw-some day of fun for pets and their families! ¡Acompáñenos a la Asambleísta Davila y a la Tía Hilda para disfrutar de un día maravilloso de diversión para las mascotas y sus familias! Saturday, September 12, 2026 • Sábado, 12 de septiembre de 2026 12:00PM- 4:00PM 12:00 p.m.- 4:00 p.m.



THE Pawsitive

The New York State Assembly
Albany, NY 12248

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PERMIT NO. 75

Maria Hernandez Park
Knickerbocker Ave between Suydam
and Hart Street

For more information regarding this event or any other community issue, please reach out to my office at **718-443-1205**.

Para más información sobre este evento o sobre cualquier otro asunto de la comunidad, favor de comunicarse con mi oficina llamando al **718-443-1205**.



for more information para más información



Assemblywoman Maritza Davila & Aunt Hilda Present:
La Asambleísta Maritza Davila y la Tía Hilda Presentan:

THE Pawsitive

IMPACT PET SUMMIT 2026

REUNIÓN CUMBRE SOBRE MASCOTAS 2026

**Join us for a Paw-some day of fun for
pets and their families!**

**¡Acompáñenos para disfrutar de un día maravilloso de
diversión para las mascotas y sus familias!**

Saturday, September 12, 2026

Sábado, 12 de septiembre de 2026

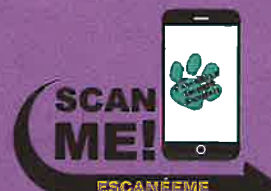
12:00PM- 4:00PM • 12:00 p.m. - 4:00 p.m.

Let's Pawty

- 🐾 Join Our Pet Fashion Show
 - 🐾 Professional Dog Trainers
 - 🐾 Bring Unwanted or Gently Used Pet Items to Swap or Donate
 - 🐾 Meet Local Veterinarians
 - 🐾 Free Nail Trimming
 - 🐾 Live Community Art Wall
 - 🐾 Agility Course
 - 🐾 Adopt a Dog
 - 🐾 Fun Zones
 - 🐾 And Much More!
- 🐾 Acompáñenos en nuestro desfile de Moda para Mascotas
 - 🐾 Entrenadores Caninos Profesionales
 - 🐾 Traiga Artículos No Deseados o Ligeramente Usados por Mascotas para Intercambiar o Donar
 - 🐾 Conozca a Veterinarios Locales
 - 🐾 Corte de Uñas Gratis
 - 🐾 Mural de Arte Comunitario en Vivo
 - 🐾 Circuito de Agilidad
 - 🐾 Adopte un Perro
 - 🐾 Zonas de Diversión
 - 🐾 ¡Y Mucho Más!

FREE!

GRATIS!



For more information: [para más información](#)



BROOKLYN
CHAMBER OF COMMERCE





Assemblywoman/Asambleísta
Maritza Davila

News from the Office of Assemblywoman Maritza Davila
Boletín Informativo de la Oficina de la Asambleísta Maritza Davila



Summer 2026
Verano 2026

673 Hart Street, Brooklyn, NY 11221 • 718-443-1205 • Fax: 718-443-1424 • Email: davilam@nyassembly.gov

Message from Assemblywoman Davila:

Dear Friends and Neighbors,

As we move through the second half of 2026, I want to take a moment to thank you for your continued support, trust, and involvement in our community. It is an honor to serve you, and I remain grateful for the opportunity to work alongside so many dedicated residents, community organizations, and local leaders.

This year has already brought many opportunities to advocate for our neighbors, connect families with important resources, and work on issues that matter most to our district. Whether in our community or in Albany, every accomplishment is made possible by your voices, your participation, and your commitment to making our neighborhoods stronger.

As Chair of the Social Services Committee and Chair of the New York State Assembly Brooklyn Delegation, I remain focused on advancing legislation that strengthens support for working families, seniors, children, and our most vulnerable neighbors, while ensuring our community has access to the same resources, programs, and opportunities as every other community across New York State. Everyone in this state should pay their fair share. I will continue fighting to improve access to essential services, expand opportunities, and ensure our neighborhoods receive the attention and investment they deserve.

Thank you for allowing me to serve as your Assemblywoman. I look forward to continuing our work together throughout the rest of the year and building an even stronger future for our community.

With sincere appreciation,

Assemblywoman Maritza Davila

Mensaje de la Asambleísta Davila:

Estimados amigos y vecinos:

A medida que avanzamos hacia la segunda mitad del 2026, quiero tomar un momento para agradecerles por su continuo apoyo, confianza y participación en nuestra comunidad. Ha sido un honor servirles, y sigo agradecida por la oportunidad de trabajar junto a tantos residentes, organizaciones comunitarias y líderes locales dedicados.

Este año, ya de por sí nos ha presentado muchas oportunidades para abogar por nuestros vecinos, conectar a familias con recursos importantes, y trabajar en los asuntos que más le conciernen a nuestro distrito. Bien sea en nuestra comunidad o en Albany, cada logro se realiza gracias a sus voces, su participación y su compromiso para que nuestras comunidades sean más fuertes.

Como presidenta del Comité de Servicios Sociales y de la Delegación de Brooklyn de la Asamblea del Estado de Nueva York, sigo enfocada en impulsar legislación que fortalece el apoyo para las familias trabajadoras, los adultos de edad avanzada, los niños y nuestros vecinos más vulnerables, mientras aseguramos que nuestra comunidad tenga acceso a los mismos recursos, programas y oportunidades que tiene toda comunidad en todo Nueva York. Todo el mundo en este estado debe pagar su parte justa. Continuaré luchando para mejorar el acceso a servicios esenciales, ampliar oportunidades, y asegurar que nuestras comunidades reciban la atención y la inversión que merecen.

Gracias por permitirme servirles como su Asambleísta. Espero continuar nuestra labor juntos durante el resto del año y construir un futuro aún más fuerte para nuestra comunidad.

Con sincera apreciación,

Asambleísta Maritza Davila

Constituent Services Corner - Esquina de Servicios al Constituyente

If you live in the 53rd Assembly District, my team of dedicated workers are here to help you and can provide referrals to organizations that help you with the following:

- Advocacy for the Homeless
- Affordable Housing Applications
- Employment and Training Services
- Fighting Harassment and Eviction
- Housing Repairs
- Medicaid and Medicare Assistance
- MTA Reduced Fare for the Elderly and Disabled
- Medicare Assistance
- NYC ID
- NYS Dept. of Motor Vehicles
- NYCHA Repairs, Applications and Complaints
- Rent Arrears and Disputes
- Section 8 Recertification
- Senior Housing
- SCRIE and DRIE Application
- School Enrollment and Education Issues
- Social Security and Pension Benefit
- SSI and Public Assistance
- SNAP Benefits
- Streets and Sidewalk Complaints
- Utilities and One-shot Deals

Si viven en el Distrito 53 de la Asamblea, mi equipo de trabajadores dedicados está aquí para apoyarlos y puede referirlos a organizaciones que ofrecen ayuda con lo siguiente:

- Abogacía para Personas sin Hogar
- Solicitudes de Vivienda Asequible
- Servicios de Empleo y Capacitación
- Lucha contra el Acoso y Desalojos
- Reparaciones de Vivienda
- Ayuda con el Medicaid y Medicare
- Tarifa Reducida de la MTA para Adultos de Edad Avanzada y con Discapacidades
- Ayuda con el Medicare
- Tarjeta de Identificación de la Ciudad de Nueva York
- Departamento de Vehículos Motorizados del Estado de Nueva York
- Reparaciones, Solicitudes y Quejas de la NYCHA
- Alquiler Atrasado y Disputas
- Recertificación de Sección 8
- Vivienda para Adultos de Edad Avanzada
- Solicitudes de SCRIE y DRIE
- Inscripción Escolar y Problemas Educativos
- Beneficios y Pensión de Seguridad Social
- Ayuda de SSI y Beneficencia Pública
- Beneficios de SNAP
- Quejas sobre Calles y Aceras
- Servicios Públicos y Transacciones de Ayuda Única

Let's Stay Connected!
¡Mantengámonos Conectados!



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nyassembly.gov/mem/Maritza-Davila

2026 Albany Update ■ Actualización de Albany 2026

Assemblywoman Maritza Davila Delivers for Bushwick & Williamsburg

Assemblywoman Maritza Davila helped secure a State Budget that invests in families, seniors, students, workers, and neighborhoods across Bushwick and Williamsburg. Highlights include:

- **\$183 million** for emergency hunger response and food assistance.
- **\$39 billion** in funding for New York schools, including expanded Pre-K and childcare.
- **\$140 million** for NYCHA and **\$85 million** to preserve Mitchell-Lama housing.
- Universal childcare expansion for three-year-olds and the phased rollout for two-year-olds in New York City including **\$2.2 billion** statewide for affordable childcare.
- **POWER rebate checks** of up to **\$200** to help eligible New Yorkers with utility costs.
- Elimination of New York State income tax on up to **\$25,000** in tipped wages.
- **\$77 million** for overnight NYPD subway safety and **\$16.8 million** to modernize SNAP EBT cards and reduce theft.
- Increased income eligibility for SCRIE, DRIE, SCHE, and DHE programs from **\$50,000 to \$75,000**.
- Protections against utility shutoffs during extreme heat and cold.
- **\$1 billion Sustainable Futures Fund** to support clean energy and environmental investments.
- Co-sponsored legislation to prohibit 3D-printed ghost guns (A1777-A), strengthen protections for immigrant communities (A3506-B), and require environmental review of large data centers (A11560). Versions of the prohibited ghost guns and immigrant protections were enacted in the 2026-27 state budget.

Assemblywoman Davila's Legislation Passed Both Houses

- **A2538A** - Eliminates finger imaging as a requirement for New Yorkers applying for or receiving SNAP benefits, making food assistance more accessible.
- **A8443** - Requires the Office of Temporary and Disability Assistance to publicly post information on rental supplement plans, shelter supplement plans, and waivers to improve transparency.
- **A10143** - Establishes a Fiscal Cliff Task Force to study gaps in public assistance programs and recommend solutions that help families transition to financial independence without losing essential benefits.

Assemblywoman Davila remains committed to delivering results by expanding opportunity and supporting working families in Bushwick and Williamsburg.

- **\$39 mil millones** en financiamiento para las escuelas en Nueva York, incluyendo una ampliación para los programas de prekínder y de cuidado infantil.
- **\$140 millones** para la Autoridad de Vivienda de la Ciudad de Nueva York (NYCHA por sus siglas en inglés) y **\$85 millones** para preservar la vivienda Mitchell-Lama.
- La ampliación del cuidado infantil universal para los niños de tres años y la implementación en fases para los niños de dos años en la ciudad de Nueva York, incluyendo **\$2.2 mil millones** a nivel estatal para el cuidado infantil asequible.
- **Cheques de reembolso POWER** de hasta **\$200** para ayudar a los neoyorquinos elegibles con el costo de los servicios públicos.
- La eliminación de los impuestos sobre los ingresos del Estado de Nueva York para los ingresos de propinas de hasta **\$25,000**.
- **\$77 millones** para la seguridad nocturna en los trenes subterráneos provista por el Departamento de Policía de Nueva York (NYPD, por sus siglas en inglés), y **\$16.8 millones** para modernizar las tarjetas de Transferencia Electrónica de Beneficios del Programa de Asistencia Nutricional Suplementaria (SNAP EBT, por sus siglas en inglés) y reducir el robo.
- Aumentar los niveles de elegibilidad por ingresos de **\$50,000 a \$75,000** para los programas de Exención de Aumentos de Alquiler para Adultos de Edad Avanzada, de Exención de Aumentos de Alquiler para Personas con Discapacidades, de Exención para los Dueños de Casa de Edad Avanzada y de Exención para los Dueños de Casa con Discapacidades (SCRIE, DRIE, SCHE y DHE por sus siglas en inglés, respectivamente).
- Protección contra las interrupciones de los servicios públicos durante el calor o el frío extremos.
- **Mil millones para que el Fondo de Futuros Sostenibles** apoye la energía limpia y las inversiones ambientales.
- Legislación coauspiciada para prohibir las pistolas fantasma producidas por impresoras de 3D (A1777-A), fortalecer las protecciones para las comunidades de inmigrantes (A3506-B), y requerir la evaluación ambiental de los centros de datos grandes (A11560). Versiones de la prohibición de las pistolas fantasma y de las protecciones para los inmigrantes fueron aprobadas en el presupuesto estatal de 2026-2027.

La Legislación de la Asambleísta Davila Aprobada en Ambas Cámaras

- **A2538A** - Elimina las imágenes de huella dactilares como requisito para los neoyorquinos que solicitan o reciben beneficios de SNAP, haciendo que la ayuda alimenticia sea más asequible.

Community Events Eventos Comunitarios



February 2026 - In celebration of 100 years of Black History, Assemblywoman Maritza Davila hosted the North Brooklyn Black History Month Celebration at P.S. 250, honoring the achievements, contributions, and outstanding leaders who continue to strengthen our community.

Febrero del 2026 - En la celebración de los 100 años de la Historia Afroamericana, la asambleísta Maritza Davila auspició la Celebración de la Historia Afroamericana del norte de Brooklyn en la P.S. 250, homenajeando los logros, contribuciones y a los líderes excepcionales que continúan fortaleciendo a nuestra comunidad.

March 2026 - As Chair of the New York State Assembly Social Services Committee, Assemblywoman Maritza Davila participated in the Human Services Budget Conference Committee Meeting in Albany, where lawmakers advanced budget priorities focused on strengthening TANF, expanding youth employment, supporting childcare and domestic violence services, improving workforce opportunities, assisting low-income families, and enhancing the integrity of public assistance programs. Assemblywoman Davila remains committed to supporting working families and protecting New York's most vulnerable residents.

Marzo del 2026 - Como presidenta del Comité de Servicios Sociales de la Asamblea del Estado de Nueva York, la asambleísta Maritza Davila participó en la Reunión del Comité para la Conferencia sobre los Servicios Humanos en Albany, donde los legisladores impulsaron las prioridades presupuestarias enfocadas en fortalecer al Programa de Asistencia Temporal para Familias Necesitadas (TANF, por sus siglas en inglés), ampliar el empleo juvenil, apoyar los servicios de cuidado infantil y de violencia doméstica, mejorar oportunidades de la fuerza laboral, ayudar a las familias de bajos ingresos y mejorar la integridad de los programas de ayuda pública. La asambleísta Davila sigue comprometida a apoyar a las familias trabajadoras y a proteger a los residentes más vulnerables de Nueva York.



Assemblywoman Maritza Davila, in partnership with Brooklyn Borough President Antonio Reynoso and La Nueva Esperanza, hosted a Dominican Independence Day Celebration. The event brought the community together to celebrate Dominican culture and heritage with music, food, and the recognition of outstanding honorees.



La asambleísta Maritza Davila, en asociación con el presidente del condado de Brooklyn Antonio Reynoso y La Nueva Esperanza, auspició una Celebración del Día de la Independencia Dominicana. El evento unió a la comunidad para celebrar la cultura y el legado dominicano con música, comida y el reconocimiento de los homenajeados excepcionales.

April 2026 - Assemblywoman Maritza Davila, in partnership with Southside United HDFC-Los Sures and community partners, hosted two successful Easter celebrations featuring Easter egg hunts, arts and crafts, face painting, and family fun. Special thanks to the Bushwick Houses Tenant Association for their partnership and support in making these celebrations a success.



auspició dos celebraciones exitosas de Pascua que incluyeron búsquedas de huevos de Pascua, arte y manualidades, pintura facial y diversión familiar. Agradecemos en especial a la Asociación de Inquilinos de Bushwick Houses por su colaboración y apoyo en crear estas celebraciones exitosas.

June 2026 - As the founder of the Knickerbocker Avenue Puerto Rican Day Parade, Assemblywoman Maritza Davila proudly helped organize this year's parade alongside the Planning Committee. During this historic celebration, the parade kicked off New York City's celebrations of the Knicks' first NBA Championship in 53 years by honoring champion Jose Alvarado with an official New York State Assembly Proclamation in the 53rd Assembly District less than 24 hours after the championship victory. NBA player Jordan Clarkson joined the celebration as Jose Alvarado's guest, while DJ Carlito brought together Bushwick stars, including Anthony Ramos, Danny Cortes, Edgar Berlanga, and Rick Gonzalez. Assemblywoman Davila thanks everyone who helped make this historic celebration a success.

Junio 2026 - Como la fundadora del Desfile Puertorriqueño de la Avenida Knickerbocker, la asambleísta Maritza Davila orgullosamente ayudó a organizar el desfile de este año junto al Comité de Planificación. Durante esta celebración histórica, el desfile inició las celebraciones de la ciudad de Nueva York por el primer campeonato de la NBA de los Knicks en 53 años al homenajear al campeón José Alvarado con una Proclama Oficial de la Asamblea del Estado de Nueva York en el Distrito 53 de la Asamblea, a menos de 24 horas tras de la victoria del campeonato. El jugador de la NBA Jordan Clarkson se unió a la celebración como el invitado de José Alvarado, mientras DJ Carlito reunió a estrellas de Bushwick incluyendo a Anthony Ramos, Danny Cortés, Edgar Berlanga y Rick González. La asambleísta Davila le agradece a todos los que ayudaron a que esta celebración fuera un éxito



El jugador de la NBA Jordan Clarkson se unió a la celebración como el invitado de José Alvarado, mientras DJ Carlito reunió a estrellas de Bushwick incluyendo a Anthony Ramos, Danny Cortés, Edgar Berlanga y Rick González. La asambleísta Davila le agradece a todos los que ayudaron a que esta celebración fuera un éxito

July 2026 - Assemblywoman Maritza Davila hosted a successful series of community movie nights across Bushwick and Williamsburg in partnership with State Senator Julia Salazar, Wick Against Violence, Southside United HDFC-Los Sures, NYC Health + Hospitals/Woodhull, and other community partners. The events brought families together for free movies and summer fun throughout the neighborhood. Special thanks to RiseBoro Community Partnership, Wavecrest, and the Tenant Associations of Bushwick Houses, Borinquen Houses, Cooper Park Houses, and Williamsburg Houses for helping make these events a success.



Julio del 2026 - La asambleísta Maritza Davila auspició una exitosa serie de noches de película comunitarias en Bushwick y Williamsburg en asociación con la senadora estatal Julia Salazar, Wick Against Violence, Southside United HDFC-Los Sures, NYC Health + Hospitals/Woodhull y otros socios comunitarios. Los eventos unieron a las familias para ver películas gratis y proveyeron diversión durante el verano por toda la comunidad. Un agradecimiento especial para la Asociación Comunitaria RiseBoro, Wavecrest y las Asociaciones de Inquilinos de los complejos de vivienda Bushwick, Borinquen, Cooper Park y Williamsburg por ayudar a que estos eventos fueran un éxito.

Community Events - Eventos Comunitarios



Assemblywoman Maritza Davila led the effort to protect Echo Drugs by bringing together elected officials, community leaders, and residents to advocate for the longtime Williamsburg pharmacy. Through continued follow-up, collaboration, and advocacy, the pharmacy remained at its longtime location, and conditions improved, helping ensure that the community continued to have access to this essential neighborhood resource.

La asambleísta Maritza Davila lideró los esfuerzos para proteger Echo Drugs al unir a funcionarios electos, líderes comunitarios y residentes para abogar por la farmacia Williamsburg, que lleva muchos años en servicio. A través del seguimiento continuo, la colaboración y la defensa, la farmacia siguió en la ubicación de siempre, y las condiciones mejoraron, ayudando a asegurar que la comunidad continúe teniendo acceso a este recurso comunitario esencial.



Assemblywoman Maritza Davila attended the groundbreaking for Bartlett Crossing, **which celebrated** the partnership between St. Nicks Alliance, Southside United HDGC-Los Sures, RiseBoro Community Partnership, and the United Jewish Organizations of Williamsburg. Their collaboration reflects a shared commitment to expanding affordable housing and building stronger communities in North Brooklyn.

La asambleísta Maritza Davila asistió al comienzo de la construcción de Bartlett Crossing, que celebró la asociación entre la Alianza St. Nicks, Southside United HDGC - Los Sures, la Asociación Comunitaria RiseBoro y las Organizaciones Judías Unidas de Williamsburg. Su colaboración refleja un compromiso colectivo a ampliar la vivienda asequible y construir comunidades más fuertes en el norte de Brooklyn.



Assemblywoman Maritza Davila joined residents of Plaza De Los Ancianos Housing for the Elderly to celebrate the Chinese New Year alongside RiseBoro Community Partnership and the social services team. The celebration brought seniors and community partners together to honor the Lunar New Year while strengthening community connections.

La asambleísta Maritza Davila se unió a residentes de la Vivienda Plaza De Los Ancianos para los Adultos de Edad Avanzada en celebración al Año Nuevo Lunar, junto a la Asociación Comunitaria RiseBoro y el equipo de servicios sociales. La celebración unió a los adultos de edad avanzada y a los socios comunitarios para honrar al Año Nuevo Lunar y al mismo tiempo fortaleció las conexiones comunitarias.

New York State Assembly, Albany, New York 12248

News from the Office of
Boletín Informativo de la Oficina de la

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What is the DRI?

New York State's Downtown Revitalization Initiative (DRI) is a cornerstone of the State's economic development program. The DRI transforms downtown neighborhoods into vibrant centers that offer a high quality of life and are magnets for redevelopment, business, job creation, and economic and housing diversity.

The DRI process begins with a six-to-eight-month planning effort leading to a Strategic Investment Plan (SIP) that identifies community Priority Projects that help communities achieve revitalization goals. This process is led by a Local Planning Committee (LPC) with input from the East Williamsburg community.

Call for Projects

As part of the East Williamsburg DRI process, the community will identify transformative projects that may be realized with an investment from the DRI. It is expected that DRI funds will be used for capital projects that will transform the neighborhood's physical environment downtown in ways that will benefit current residents and future generations.

The Open Call for Projects invites submissions from public, not-for-profit, and private sponsors, who are required to submit a DRI Project Form outlining their proposal. The application to submit project proposals will be open in September and the DRI Team will hold office hours to answer any questions regarding the application process.

What Types of Projects Are Being Considered?

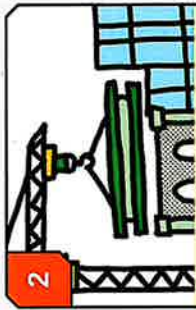
1



Public Improvement Projects

E.g., streetscape improvements, public art, plazas, parks and green infrastructure.

2



New Development and/or Rehabilitation of Existing Buildings

E.g., redevelopment of real property for mixed use, commercial, or residential-use resulting in further employment.

3



Small Project Fund

A fund to implement a range of smaller downtown projects e.g. façade enhancements, business assistance, or building improvements.

4



Branding and Marketing

One-time expense for downtown branding and marketing projects.

Planning Activities, Operations and Maintenance, Pre-award Costs, Property Acquisition, Training and Other, Program Expenses, Expenses Related to Existing Programs are *not eligible* for DRI Funding.

East Williamsburg

Downtown Revitalization Initiative

East Williamsburg will receive \$20 million in Downtown Revitalization Initiative (DRI) investment.

PUBLIC WORKSHOP SEP 23



The DRI is led by Department of State, in close partnership with Empire State Development (ESD), NYS Homes and Community Renewal (HCR) and New York State Energy Research and Development Authority (NYSERDA).



Every community awarded DRI funding establishes a DRI Area that outlines the boundaries within which DRI funding can be allocated.

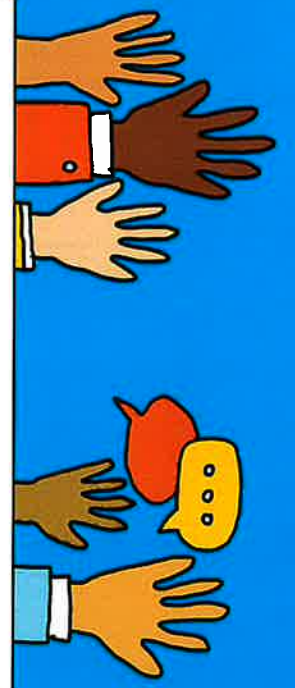
East Williamsburg DRI Boundary

You Are an Important Part of the Process!

The DRI process is transparent, inclusive, and led by a Local Planning Committee (LPC) comprised of local leaders, businesses, residents, and organizations. The East Williamsburg Local Planning Committee will be co-chaired by **Brooklyn Borough President Antonio Reynoso** and State's **Regional Economic Development Council Member Faith Corbett**.

The DRI relies on your feedback to:

- 1 Help to define the vision & revitalization goals.
- 2 Provide input on the community's strengths, needs, and opportunities.
- 3 Identify capital projects with transformative potential to realize your vision for revitalization.



Join us in shaping the East Williamsburg DRI Vision and Project Proposals



Scan or visit eastwilliamsburgdri.com for more information.

¿Qué es la DRI?

La Downtown Revitalization Initiative (DRI) del Estado de Nueva York es un pilar del desarrollo económico estatal. La DRI transforma vecindarios en centros vibrantes que ofrecen una alta calidad de vida y atraen nuevas inversiones, negocios, creación de empleo y diversidad económica y de vivienda.

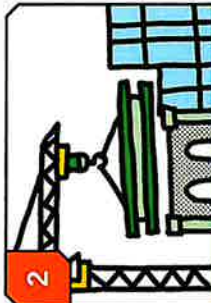
El proceso de la DRI comienza con un esfuerzo de planificación de seis a ocho meses que culmina en un Plan de Inversión Estratégica (Strategic Investment Plan, SIP en inglés) que identifica los Proyectos Prioritarios de la comunidad para alcanzar las metas de revitalización. Este proceso es dirigido por un Comité de Planificación Local (LPC, por sus siglas en inglés) con la participación de la comunidad de East Williamsburg.

¿Qué Tipos de Proyectos Se Están Considerando?



Proyectos de Mejora Pública

P.ej., mejoras al paisaje urbano, arte público, plazas, parques e infraestructura verde.



Nuevo Desarrollo y/o Rehabilitación de Edificios Existentes

P.ej., la reurbanización de propiedades para uso mixto, comercial o residencial que genere más empleo.



Fondo para Proyectos Pequeños

Un fondo para implementar una variedad de proyectos menores en el centro, p.ej., mejoras de fachadas, asistencia a negocios o mejoras permanentes a edificios.



Gestión de Marca y Mercadeo

Gasto único para proyectos de marca y mercadeo del centro.

Convocatoria de Proyectos

Como parte del proceso de la DRI de East Williamsburg, la comunidad identificará proyectos transformadores que podrían realizarse con una inversión de la DRI. Se espera que los fondos de la DRI se utilicen para proyectos de capital que transformen el entorno físico del centro del vecindario, en beneficio de los residentes actuales y las futuras generaciones.

La Convocatoria Abierta de Proyectos invita propuestas de patrocinadores públicos, sin fines de lucro y privados, quienes deben enviar un Formulario de Proyecto de la DRI que describa su propuesta. La solicitud para presentar propuestas de proyectos abrirá en septiembre, y el Equipo de la DRI ofrecerá horarios de atención para responder a preguntas sobre el proceso de solicitud.

East Williamsburg

Downtown Revitalization Initiative

East Williamsburg recibirá \$20 millones en inversiones de la Downtown Revitalization Initiative (DRI).

Taller Público Sep 23

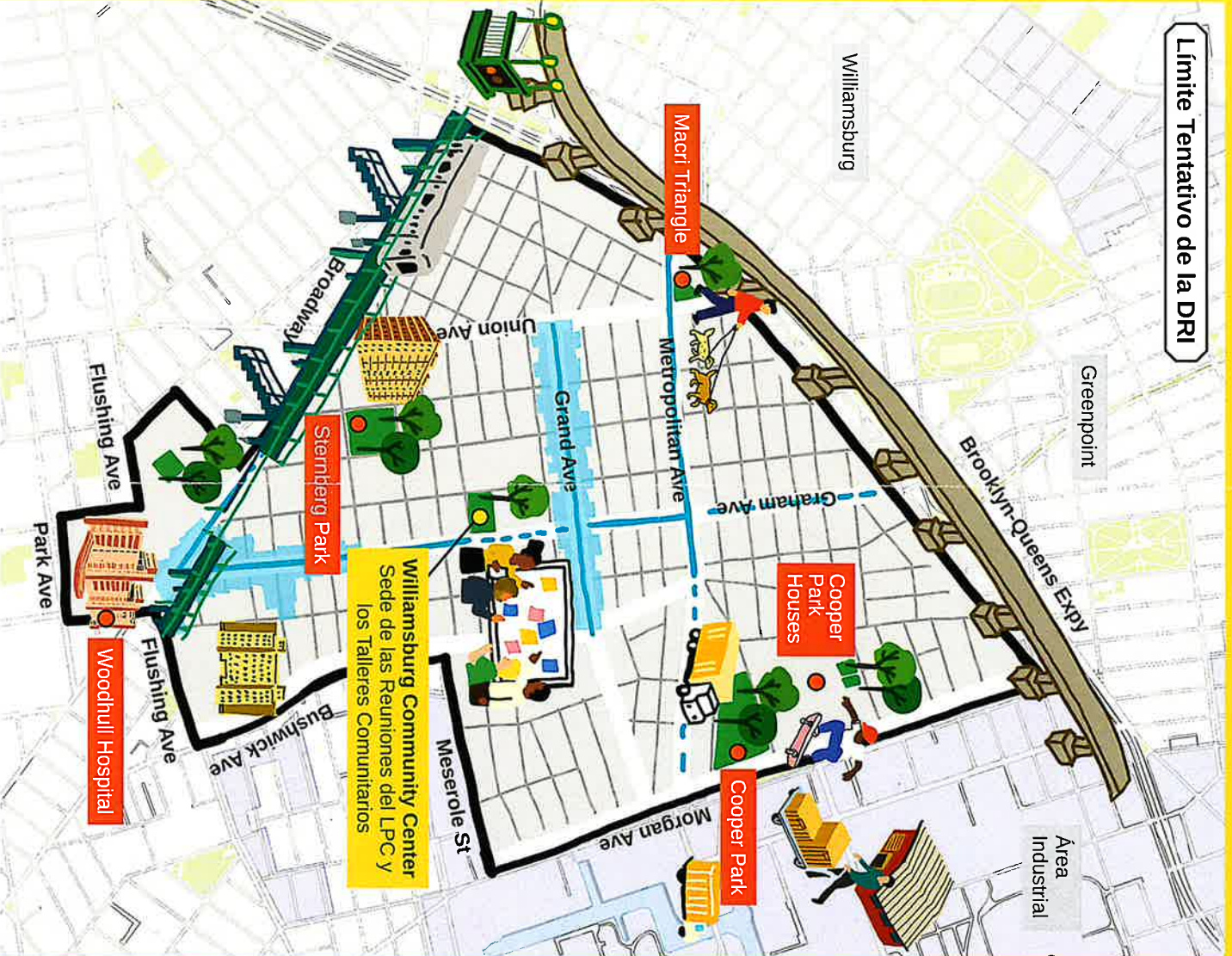


Downtown Revitalization Initiative

La DRI es dirigida por el Departamento de Estado, en colaboración con Empire State Development (ESD), NYS Homes and Community Renewal (HCR), y la New York State Energy Research and Development Authority (NYSERDA).

Las Actividades de Planificación, Operación y Mantenimiento, Costos Previos a la Adjudicación, Adquisición de Propiedades, Capacitación y Otros Gastos del Programa y Gastos Relacionados con Programas Existentes **no son elegibles** para el financiamiento de la DRI.

Límite Tentativo de la DRI



Cada comunidad que recibe financiamiento de la DRI establece un Área de la DRI que delimita los límites dentro de los cuales se puede asignar el financiamiento de la DRI.

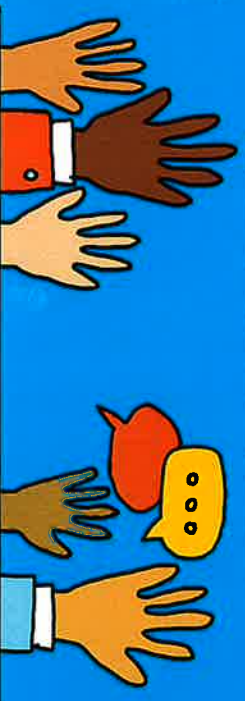
Límite de la DRI de East Williamsburg

¡Usted Forma Una Parte Importante del Proceso!

El proceso de la DRI es transparente, inclusivo y dirigido por un Comité de Planificación Local (Local Planning Committee o LPC, por sus siglas en inglés), integrado por líderes locales, negocios, residentes y organizaciones. El Comité de Planificación Local de East Williamsburg será copresidido por el **Presidente del Municipio de Brooklyn, Antonio Reynoso**, y la **Representante del Consejo Regional de Desarrollo Económico del Estado, Faith Corbett**.

La DRI depende de sus comentarios para:

- 1 Dar forma a la visión y las metas de revitalización.
- 2 Aportar ideas sobre las fortalezas, necesidades y oportunidades de la comunidad.
- 3 Identificar proyectos de capital con potencial transformador para hacer realidad su visión de revitalización.



Únase a nosotros para definir la Visión y las Propuestas de Proyectos de la DRI de East Williamsburg



Escanee o visite eastwilliamsburgdri.com para más información

COMMITTEE ON SMALL BUSINESS
RANKING MEMBER

COMMITTEE ON FINANCIAL SERVICES
SUBCOMMITTEE ON HOUSING AND INSURANCE
SUBCOMMITTEE ON FINANCIAL INSTITUTIONS AND
MONETARY POLICY

COMMITTEE ON NATURAL RESOURCES
SUBCOMMITTEE ON ENERGY AND
MINERAL RESOURCES

SUBCOMMITTEE ON INDIAN AND INSULAR AFFAIRS

Congress of the United States
House of Representatives
Washington, DC 20515

NYDIA M. VELAZQUEZ
7TH DISTRICT, NEW YORK

CONGRESSIONAL HISPANIC CAUCUS
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CONGRESSIONAL
PROGRESSIVE CAUCUS
OLDER AMERICANS CAUCUS
CONGRESSIONAL
CHILDREN'S CAUCUS
CONGRESSIONAL ASIAN
PACIFIC AMERICAN CAUCUS

October 24, 2025

Ydanis Rodriguez
Commissioner
New York City Department of Transportation
55 Water Street
New York, New York 10001

Dear Commissioner Rodriguez,

I would like to thank you for your agency's efforts to make our streets safer for pedestrians, cyclists and motorists alike. I would also like to lend my support to the PS110/McGolrick Park Street Safety proposal in Greenpoint, Brooklyn.

This proposal would create safer crossings on all sides of McGolrick Park, and at Public School 110. The park and school are flanked by an industrial business zone nearby and surrounded by truck routes. This presents a serious problem of cut-through truck traffic where 500 children go to school and families from the neighborhood go to play. There have been an alarming number of crashes at every corner and entrance to the park bounded by Nassau and Driggs Avenues and Monitor and Russell Streets. In 2023, a local resident was tragically struck and killed directly outside PS110 at the intersection of Monitor and Driggs. This should have been prevented.

For the past four years parents and Greenpoint community members have worked to identify safety issues and create solutions for the area around the school and park, several of which I will mention. The most significant change would be to create a public pedestrian plaza in front of PS110 connecting it directly to McGolrick Park for a safer school environment. This can be achieved by making Monitor a two-way traffic street from Nassau Avenue to a cul-de-sac where the school is, while still allowing emergency vehicle access.

The proposal includes many other proven techniques from the DOT toolbox for safer streets and crossings. This includes daylighting all the street intersections to

shorten crossings and improve visibility of pedestrians. Additionally, adding mid-block crosswalks at park entrances will slow traffic and greatly improve safety. These mid-block crossings to park entrances can have bulb-out “hugs” like those employed at Cooper Park to the south on Sharon Street. All the crosswalks can also be raised to further slow traffic, which should be held at a 20-mph speed limit.

Area traffic management can also increase safety. Cut-through truck traffic on Driggs Avenue from Meeker Avenue (two blocks from the Brooklyn Queens Expressway exit) to McGuinness Boulevard can also be blocked by reversing the traffic direction on Driggs closer Meeker. Additionally, closing the slip lane from Meeker onto Driggs Avenue at Morgan Street will also thwart the cut-through traffic and make a safer pedestrian crossing. Any traffic study to explore these reversals, cul-de-sacs, and diverters to prevent trucks from using non-designated routes and reduce cut-through traffic would be welcome.

Three years ago, we passed the Bipartisan Infrastructure Law which established Safe Streets and Roads for All which encourages complete streets for greater safety. Implementing these tried-and-true techniques will go a long way to creating safe, welcoming spaces for everyone. The PS 110 and McGolrick Park community recommendations are sensible ways of improving the environment and safety for hundreds of school children and families who use the park.

Again, thank you for the work your agency does for street safety and creating more open public spaces. I appreciate your attention to this matter to give the community proposal full and fair consideration, consistent with applicable statutes and regulations. I look forward to hearing from you. Feel free to reach Dan Wiley of my staff at (718) 340-6244 to follow up.

Sincerely,

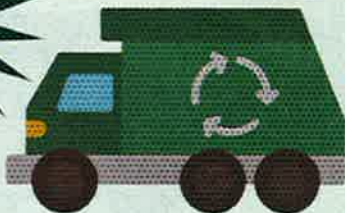
A handwritten signature in blue ink, reading "Nydia M. Velázquez". The signature is fluid and cursive, with the first name "Nydia" being more prominent and the last name "Velázquez" following in a similar style.

Nydia M. Velázquez
Member of Congress

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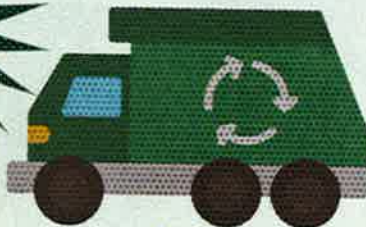


sanitation

VEN AL
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¡TRAJE TUS DOCUMENTOS PARA TRITURAR DE FORMA
RAPIDA Y SEGURA!

29 DE
OCTUBRE
9AM-12PM



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221 DIVISION AVE
ENTRE HAVEMEYER ST & MARCY AVE



JENNIFER
GUTIÉRREZ
City Council Member District 04

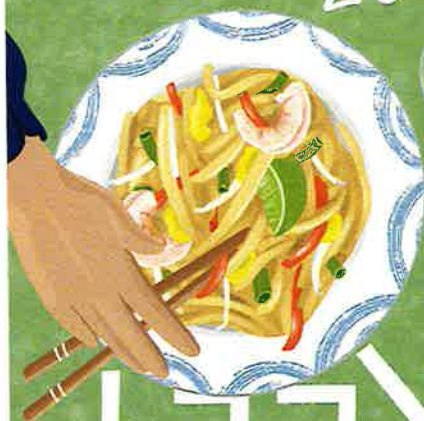


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GRAND STREET

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Central Issues / Temas principales



Safety
Seguridad



Street Access
Acceso a la calle



Limited Space
Espacio limitado

Potential Benefits / Beneficios potenciales

Fewer conflicts
Menos conflictos

More design options
Más opciones de diseño

Better curb access
Mejor acceso al bordillo

Trade-Offs to Consider / Compromisos a considerar

Bus stops may need to move
Es posible que sea necesario reubicar las paradas de autobús

Travel patterns may shift
Los patrones de desplazamiento podrían cambiar

Curb rules may change
Las normas de estacionamiento en la acera podrían modificarse



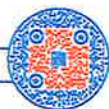
VOTE NOV. 3RD, 2026

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