CITY PLANNING COMMISSION

October 11, 2022 / Calendar No. 13 C 220312 ZMK

IN THE MATTER OF an application submitted by Innovative Urban Living, LLC pursuant to Sections 197-c and 201 of the New York City Charter for an amendment of the Zoning Map, Section No. 17d:

1. changing from an R5 District to an R7-2 District property bounded by Flatlands Avenue, Pennsylvania Avenue, a line 295 feet southeasterly of Flatlands Avenue, a line 235 feet southwesterly of Pennsylvania Avenue, a line 370 feet southeasterly of Flatlands Avenue, a line 535 feet southwesterly of Pennsylvania Avenue, a line 550 feet southeasterly of Flatlands Avenue, a line 245 feet northwesterly of Vandalia Avenue, and Louisiana Avenue; and

2. establishing within the proposed R7-2 District a C2-4 District bounded by Flatlands Avenue, Pennsylvania Avenue, a line 295 feet southeasterly of Flatlands Avenue, a line 235 feet southwesterly of Pennsylvania Avenue, a line 370 feet southeasterly of Flatlands Avenue, a line 535 feet southwesterly of Pennsylvania Avenue, a line 550 feet southeasterly of Flatlands Avenue, a line 245 feet northwesterly of Vandalia Avenue, and Louisiana Avenue;

Borough of Brooklyn, Community District 5, as shown on a diagram (for illustrative purposes only) dated May 9, 2022, and subject to the conditions of CEQR Declaration E-679.

This application for a zoning map amendment was filed by Innovative Urban Living, LLC on February 10, 2022. This application, in conjunction with the related actions, would facilitate the construction of an approximately 1.93 million-square-foot mixed-use large-scale general development (LSGD) containing approximately 2,050 residential units, 98,000 square feet of community facility uses, 108,000 square feet of commercial space, four acres of public open space, and a public parking garage located in the East New York neighborhood of Brooklyn, Community District 5.

RELATED ACTIONS

In addition to the proposed zoning map amendment (C 220312 ZMK) that is the subject of this report, implementation of the proposed project also requires action by the City Planning Commission on the following applications, which are being considered concurrently with this application:

N 220313 ZRK Zoning text amendment to Appendix F to establish the project area as a

Mandatory Inclusionary Housing (MIH) area and to Appendix I to expand the boundary of Transit Zone 12 to include the project area;

C 220311 ZSK Special permit to establish a LSGD and modify bulk regulations;

C 220314 ZSK Special permit to allow a public parking garage at the development site.

BACKGROUND

The applicant, Innovative Urban Living, LLC, seeks a zoning map amendment, zoning text amendment, and two special permits to facilitate a new approximately 1.93 million-square-foot mixed-use development with approximately 2,050 affordable dwelling units, 513 of which would be permanently affordable, community facility space, commercial space, public open space, and public parking garage in the East New York neighborhood of Brooklyn, Community District 5.

The project area comprises portions of three blocks with a total lot area of approximately 450,000 square feet (Block 4430, Lot 1; Block 4431, part of (p/o) Lots 70 and 100; Block 4434, Lots 1, 10,and p/o Lot 60), bounded by Flatlands Avenue, Pennsylvania Avenue, and Louisiana Avenue. The project area includes the development site (Block 4430, Lot 1; Block 4434, Lots 1 and 10), as well as small portions of lots adjacent to the development site (Block 4431, part of Lots 70 and 100; Block 4434, part of Lot 60). The development site currently contains the East New York Christian Cultural Center (CCC), a two-story non-denominational house of worship, and an adjacent surface parking lot. The project area is located on a portion of a superblock that contains two housing complexes and is bounded by Flatlands Avenue to the north, Pennsylvania Avenue to the east, Vandalia Avenue to the south, and Louisiana Avenue to the west.

The CCC purchased a portion of the development site in 1995 and began construction on the CCC in 1997 and was completed in 2000. In 2003, the CCC purchased the remainder of the development site. The CCC serves as a “third place” for people to gather in worship, learning, and community service, with approximately 12,000 members attending in-person and over 60,000 individuals attending virtually at different times.

There have been numerous land use actions in the surrounding area to facilitate multi-building residential developments. As part of a larger zoning map amendment (C 800248 ZMK), the New York City Housing Authority (NYCHA) rezoned a small portion of the project area south of the development site from an R3-2 zoning district to an R5 zoning district to facilitate the development of Vandalia Avenue Houses, consisting of two 10-story residential buildings for seniors and a one-story senior center in 1980. An associated City Map amendment (C 800243 MMK) was approved to demap the portions of Malta Street, Alabama Avenue, and Georgia Avenue that ran through the site and map Dale Place between Alabama and Georgia avenues to facilitate the project.

In 1992, the remainder of the project area was rezoned from an R3-2 zoning district to an R5 zoning district to facilitate a proposed large-scale residential development known as Fresh Creek Estates (C 900891 ZMK). A City Map amendment was approved to eliminate the mapped but unbuilt Dale Place, Alabama Avenue, Georgia Avenue, and Sheffield Avenue from within the project area, as well as to widen and round the southeast corner of Flatlands and Louisiana avenues (C 900890 MMK). Special permits (C 900892 ZSK et al.) were also approved to modify the underlying bulk regulations and allow for an accessory group parking facility to facilitate the three-story, 477-unit development. However, the project was not developed, and the development site remained vacant until 2000, when construction of the CCC was completed.

Other land use actions in the surrounding area include zoning map amendments to change the R3-2 zoning district established in 1961 to R5 zoning districts (CP-18730, CP-19815, CP-20066), in part to facilitate the Spring Creek Towers (formerly Starrett City), which required additional approvals and follow up zoning map amendments to allow for commercial and community facility uses (CP-20014, CP-21930, CP-21931, CP-23101). Commercial overlay districts were mapped on two blocks northeast of the project area along Pennsylvania Avenue in 1973 (CP-22531) and on the block west of the project area in 1979 (M 770445A ZMK).

Much of the surrounding area is located on the peninsula between Fresh Creek and Hendrix

Creek, both inlets of Jamaica Bay. Land uses in the surrounding area include a mix of low-rise and taller residential buildings, community facility uses, retail, low-scale commercial buildings and warehouses, and industrial uses.

There are numerous tower-in-the-park housing developments of various scales surrounded by open space and surface parking within the surrounding area. Spring Creek Towers is located in the southeastern portion of the surrounding area. The affordable housing complex includes over 5,800 residential units throughout 46 apartment buildings, ranging in height from 10 to 20 stories. The complex includes a community center, two schools, recreational facilities, and 4,600 accessory parking spaces, over half of which are rented to tenants. Immediately to the south of the development site is the NYCHA Vandalia Avenue Houses and the Met Council Towers development, which includes three 12-story residential building for low-income seniors. Northwest of the surrounding is the NYCHA Breukelen Houses complex, which includes 1,600 units in 30 apartment buildings ranging in height from three to seven stories, and northeast of the surrounding area is the MeadowWood at Gateway residential complex, which includes 1,152 units in 19 buildings ranging in height from two to 10 stories, and the NYCHA Linden Houses complex, which includes 1,586 units in 19 buildings ranging in height from eight to 14 stories.

A one-story commercial complex with restaurants, a supermarket, and local retail uses is located just west of the project area across Louisiana Avenue. Other commercial uses are largely in one-story buildings with parking along Flatlands, Pennsylvania, and Louisiana avenues. To the north of the project area across Flatlands Avenue is the Flatlands/Fairfield Industrial Business Zone (IBZ), which contains low-rise, primarily one-story commercial and warehouse buildings that house auto-related uses, transportation businesses, self-storage, and mixed retail and commercial businesses. The Spring Creek library is located at the corner of Flatlands and New Jersey avenues.

The surrounding area contains a mix of zoning districts. In addition to the R5 zoning districts mapped as part of prior actions, other designations include residential, commercial, and industrial zoning districts. An M1-1 zoning district is mapped across Flatlands Avenue to the

north of the project area. This area is also designated as part of the Flatlands/Fairfield IBZ. IBZs were established in 2006 and intended to signal a commitment to land use and public policies that encourage the retention and growth of industrial businesses. In addition to providing direct business assistance to existing manufacturing firms and relocation tax credits for businesses that relocate within the IBZ, the City of New York committed to preclude any zoning actions within the IBZ that would result in residential development.

M1-1 zoning districts allow most industrial and commercial uses; however, most large retail, hotel uses, and self-storage uses are only allowed by special permit. Residential uses are prohibited, and limited community facilitates are allowed. M1-1 districts allow a maximum floor area ratio (FAR) of 1.0 for industrial and permitted commercial uses and 2.4 for permitted community facility uses. M1-1 districts allow for a street wall height of 30 feet or two stories, whichever is less. Above this height, buildings must set back at least 15 feet from wide streets (defined as 75 feet in width or more) and 20 feet from narrow streets (75 feet in width or less) and comply with a sky exposure plane. Parking requirements vary depending on use.

The remainder of the surrounding area is mapped with an R5 district, a low-density residential district that permits residential and community facility uses. R5 districts allow for a maximum FAR of 1.25 for residential uses and a FAR of 2.0 for allowable community facility uses in buildings with a maximum perimeter wall height of 30 feet and total building height of 40 feet. Ten-foot front yards are required, and minimum side yard widths vary from five feet to eight feet. Parking is required for 85 percent of residential units. This requirement is halved to 42.5 percent for income-restricted housing units (IRHUs).

There are commercial overlays mapped over portions of Flatlands, Pennsylvania, and Louisiana avenues: a C2-2 overlay is mapped on the east side of Pennsylvania Avenue for two blocks between Flatlands and Wortman avenues and a C2-1 overlay is mapped along Flatlands Avenue to the west of Louisiana Avenue. C2-2 and C2-1 overlays permit up a maximum FAR of 1.0 within R1 through R5 zoning districts for most retail uses that typically serve local retail needs. Parking requirements vary by use.

The surrounding area is well-served by open space. Public spaces include the 16-acre Breukelen Ballfields located immediately northwest of the project area, which includes baseball fields, handball courts, and a playground, and the Fresh Creek Nature Preserve, west of Louisiana Avenue and south of Flatlands Avenue, which surrounds an inlet of Jamaica Bay. The grounds of the tower-in-park developments in the surrounding also provide open space accessible to residents. Just beyond Spring Creek Towers, on the south side of the Belt Parkway, the recently opened Shirley Chisholm State Park encompasses over 400 acres and includes 10 miles of biking and walking trails.

The surrounding area is served by public transportation, with options including mulitple subway lines and bus lines. The L train line at the East 105th Street and Canarsie-Rockaway stops are approximately three-quarters of a mile and one mile, respectively, from the project area, and the Canarsie-Rockaway station is directly accessible from the B82, B82 SBS, B6, and B60 bus lines. The 3 train line at the Pennsylvania Avenue station is located approximately one mile north of the project area. The BM2 and BM5 bus lines provide express service to the Financial District and Midtown East; the B82 Select Bus Service (SBS) runs to Bensonhurst and connects the development site with the L train at the Rockaway Avenue station in two stops; and the B103 Limited provides service to Downtown Brooklyn. Local bus service includes two routes that connect to the L train—the B60 to Williamsburg via Brownsville and Bushwick, and the B82 to Coney Island along Flatlands Avenue and Kings Highway—and one route that provides a connection to the 3 train, the B83, which runs between Gateway Center Mall and Broadway Junction via Pennsylvania and Van Siclen avenues. The project area is located just south of the Transit Zone.

Flatlands and Pennsylvania avenues are both wide streets over 100 feet in width. Flatlands Avenue (110 feet wide) is a truck route and a main east-west thoroughfare that traverses Flatlands, Canarsie, and East New York between Flatbush and Fountain avenues. Pennsylvania Avenue (120 feet wide) is a primary north-south thoroughfare in East New York that runs from the Jackie Robinson Parkway to the Belt Parkway. Louisiana Avenue (70 feet wide) is also a

truck route that provides a secondary connection between Linden Boulevard and Flatlands Avenue and runs along the western boundary of the Spring Creek Towers development providing access to and from Flatlands Avenue.

The project area is bounded by Flatlands Avenue to the north, Pennsylvania Avenue to the east, Louisiana Avenue to the west, and an irregular boundary on its southern lot line located 245 feet north of Vandalia Avenue within 256 feet of Louisiana Avenue, then to depths ranging from 550 feet, 370 feet, and 295 feet from Flatlands Avenue moving west to east across the project area. The project area includes the development site and a narrow strip of land located along the southern boundary of the development site. The strip of land varies in width from 0 inches where it is coterminous with the southwest corner of the development site to approximately 15 feet, and is unimproved except for paving and landscaped areas associated with the Vandalia Avenue and Council Towers complexes to the south.

The development site has frontage on Flatlands Avenue from Louisiana to Pennyslvania avenues and has a total lot area of approximately 450,000 square feet (10.3 acres). The development site is currently improved with the approximately 90,000 square-foot (0.2 FAR) CCC, which has a footprint of approximately 56,000 square feet and is set back approximately 90 feet from Louisiana Avenue and 130 feet from Flatlands Avenue. There is a paved parking area containing 385 spaces surrounding the CCC, as well as a fenced landscaped area leading to the CCC building. The perimeter of the site is currently screened with plantings. The building is accessed by one curb cut off of Flatlands Avenue and two curb cuts from Louisiana Avenue. The eastern portion of the development site is unimproved and was used for overflow parking when necessary for services and events prior to the pandemic. It is currently used for temporary school bus parking.

The CCC building would remain as part of the redevelopment of the site, continuining to serve its members. The primary space in the CCC is a worshop center with a capacity of 3,800 people, and there are other supporting spaces including a banquet space, chapel, classrooms, conference rooms, and cafe. These spaces and others are also used, and would continue to be used, for the

church's community and volunteer work.

The development would include approximately 1,929,000 square feet, with approximately 1,532,100 square feet (3.41 FAR) of residential uses (2,050 affordable apartments, 513 of which would be permanently affordable), 98,000 square feet (0.22 FAR) of community facility uses, 107,000 square feet (0.24 FAR) of commercial space including local retail uses, and 192,000 square feet of a new public parking garage with 500 accessory off-street parking spaces. The proposed development would have a built FAR of 4.29, inclusive of the parking garage. Ten new buildings (eight primarily residential buildings, a performing arts center (PAC), and a public parking garage) would be constructed along with new publicly accessible open spaces and streets.

The applicant proposes to organize the development site with an internal network of publicly-accessible private streets that would break the development site into smaller blocks by extending Georgia and Sheffield avenues that currently terminate at Flatlands Avenue.

The site design would be primarily informed by the location of the existing CCC, which is situated on the western portion of the site, and the location of the proposed central open space, known as the central quad. The residential buildings would be organized around the CCC and center of the development site, which would be dedicated to community uses including a PAC, 24-hour daycare facility, and the central quad.

The eight mixed-use buildings would front on Louisiana, Flatlands, and Pennsylvania avenues, as well as the street network introduced on the eastern end of the development site. Each building would contain approximately 150,000 to 260,000 square feet of floor area, with approximately 179 to 315 residential units in each building. The applicant is proposing approximately 1,950 rental units, including 200 units for seniors, and one hundred homeownership units.

Buildings 1, 3, 5, and 6 would front on Flatlands Avenue; Building 2 would front on

Pennsylvania Avenue; Buildings 7/8 and 9/10 would front on Louisiana Avenue; and Building 4 would front on a private street (Street A). Buildings 1, 2, and 3 would also have frontage on Street A. Building 5 would include a covered pedestrian arcade that would connect Flatlands Avenue to the central quad.

Along Flatlands Avenue, building heights would range from 10 to 15 stories, with maisonettes located within the first story of all four buildings fronting on Street A (Buildings 1, 2, 3, 4). This maisonette portion of these buildings would contain multiple entrances and create a lower scale on Street A before stepping up to the full height of the buildings. All buildings would set back five feet along Flatlands Avenue to widen the sidewalk and Building 1 would also be set back five feet on Pennsylvania Avenue. Along Flatlands Avenue and Pennsylvania avenues, building heights would range from 11 stories to 15 stories.

Building 1, on the northeast corner of the site, would include approximately 224,000 square feet of floor area, consisting of 210,000 square feet of residential floor area and 14,000 square feet of commercial space, and would rise to a maximum height of approximately 161 feet (15 stories). Building 2 would include approximately 188,000 square feet of floor area, consisting of 176,000 square feet of residential floor area and 12,000 square feet of commercial space, and would rise to a maximum height of approximately 140 feet (13 stories). Building 3 would include approximately 213,000 square feet of floor area, consisting of 199,000 square feet of residential floor area and 14,000 square feet of commercial space, and would rise to a maximum height of approximately 150 feet (14 stories). Building 4 would include approximately 259,000 square feet of floor area, consisting of 247,000 square feet of residential floor area and 12,000 of community facility space, and would rise to a maximum height of approximately 129 feet (12 stories). Building 5 would include approximately 216,000 square feet of floor area, consisting of 202,000 square feet of residential floor area, 3,5000 square feet of community facility space, and 10,000 square feet of commercial space, and would rise to a maximum height of approximately 153 feet (14 stories). Building 6 would include approximately 147,000 square feet of floor area, consisting of 138,000 square feet of residential floor area and 9,000 square feet of commercial space, and would rise to a maximum height of approximately 155 feet (14 stories). The base

height and base height location of each building along Flatlands Avenue would vary.

Along Louisiana Avenue, building heights would range from 11 to 12 stories. Buildings 7/8 would include approximately 164,000 square feet of floor area, consisting of 153,000 square feet of residential floor area and 11,000 square feet of commercial space. Buildings 7/8 would rise to a maximum height of approximately 134 feet (12 stories). Buildings 9/10 would include approximately 221,000 square feet of floor area, consisting of 207,000 square feet of residential floor area, 6,000 square feet of community facility space, and 7,000 square feet of commercial space. Buildings 9/10 would rise to a maximum height of approximately 133 feet (12 stories). The base height and base height location of both buildings would vary. Portions of both buildings would be setback at the street line from approximately six to 10 feet.

The ground floors of all residential buildings would contain non-residential uses, including a grocery store, local retail, and community facilities fronting on the perimeter avenues.

Parking for the residential sections of the proposed development would be pursuant to zoning as modified by the proposed zoning text amendment extending the Transit Zone over the project area, which would require a minimum of 256 spaces. The applicant proposes that 386 spaces be provided between three garages within the residential buildings. On the eastern side of the proposed development, below-grade parking for Buildings 1 and 2 would be accessed via the private street extension of Sheffield Avenue in Building 2, while below-grade parking for Buildings 3 and 4 would be accessed from Building 4. Curb cuts are limited to locations along the southern portion of Street C. On the western side, accessory residential parking would be located at- and below-grade in Buildings 9/10 and accessed through a curb cut on Street A.

The residential buildings would be located around the center of the development, which would include the existing CCC building, central quad, PAC, and daycare facility. While the existing CCC building would remain, a portion of the building would be converted to a dedicated 14,000-square-foot vocational training facility facing the west side of the central quad. A new two-story, 16,000-square-foot PAC containing a performance space, lobby, meeting, and support spaces

would abut the central quad to the south. On the east side of the central quad, a 12,000-square-foot daycare facility with dedicated outdoor play space, and that would be open 24 hours, would be on the ground floor of Building 4. The daycare facility's outdoor play space would be adjacent to a larger playground that would be open to the public.

A network of nearly four acres of public open spaces, including the central quad, an entry plaza at the intersection of Flatlands and Louisiana avenues, an outdoor playground, and a new street network with sidewalks, is proposed. There would also be an active play area on the roof the parking garage that would be open to the public when the garage is not at capacity. The open space would include approximately 175,000 square feet of Publicly Accessible Area (PAA) including 42,000 square feet of planted area, trees, fixed tables with seating, and nearly 700 linear feet of varied types of benches.

The central quad would be the primary landscaped open space and gathering space for the development, located to the east of the CCC and directly north of the PAC. The central quad would be approximately 23,000 square feet and would be open to the public at hours standard for NYC parks (6am to 1am).

The entry plaza would be the formal entrance into the site and the CCC, framed by Buildings 6 and 7/8 at the intersection of Flatlands and Louisiana avenues. This plaza would be approximately 15,000 square feet and would include plantings, trees, lighting, and seating. It would be open to public during the same hours as the central quad. From the entry plaza, publicly accessible walkways lined with plantings and seating would connect the CCC building with the rear of Buildings 5, 6, and 7/8. A small portion of the development site at this intersection of Flatlands and Louisiana avenues is located within the 0.2-percent annual chance flood zones (Flood X). The entry plaza would be raised and graded and permeable plantings in this location would help mitigate any flooding into the site.

The outdoor playground would be approximately 11,800 square feet and located at the rear of Building 4 and the proposed daycare use. It would be accessed through Street C along the lot line

and would be open to residents and neighbors.

In addition to these three open spaces, a privately-owned, publicly accessible street network would be created within the development site that would connect to the adjoining street grid. There would be three sections of the street network. To the east, Street A would be a one-way street that would function as a central spine and would be accessed directly from Pennsylvania Avenue. Streets B and C would run perpendicular to Street A and connect from Flatlands Avenue. These streets would primarily serve Buildings 1, 2, 3, and 4. To the west, the western portion of Street A would be two-way and accessed directly from Louisiana Avenue, providing direct access to the parking garage. When there is a high volume of visitors to the CCC or PAC, vehicles would be permitted to travel through the site using a shared street that connects the eastern and western portions of Street A to alleviate congestion along Louisiana Avenue. At other times, this shared street would be closed to cars but remain open for use by pedestrians. The private streets and sidewalks would be built to NYC Department of Transportation (DOT) standards. Street B culminates in a cul-de-sac to allow FDNY access and for back of house service to the PAC. This privately owned but publicly accessible street network would be constructed, maintained, and repaired by the applicant.

The applicant is also proposing a seven-story public parking garage with rooftop parking located at the southwest corner of the site near the CCC and PAC. The garage would serve as a replacement to the surface parking that currently exists. The garage would include 500 parking spaces, with 45 spaces located on the roof. The entrance to the garage would be set back from Louisiana Avenue and would be accessed by a private street. At times when the garage is not at full capacity, the roof would be used as an additional open space providing recreational play space for the public.

The applicant proposes to construct the project in several phases. The applicant proposes to construct Buildings 1-4, the eastern portion of the street network, and the parking garage in the first phase. The second phase would consist of Buildings 5 and 6, the PAC, the central quad, and the remainder of the street network. In the final phase, Buildings 7/8 and 9/10 would be

constructed. Each phase and its associated open spaces are shown in the LSGD PAA Phasing Plan (L00.00) and described in a restrictive declaration.

To facilitate the proposed development, the applicant proposes a zoning map amendment, zoning text amendment, and two special permits.

Zoning Map Amendment (C 220312 ZMK)

The applicant proposes a zoning map amendment to change the project area from an R5 zoning district to and R7-2 zoning district with a C2-4 commercial overlay. The proposed R7-2 district within an MIH area would permit residential uses up to an FAR of 4.6 and community facility uses up to an FAR of 6.5. R7-2 districts within an MIH area use Quality Housing regulations, which require buildings to be located at the street, a minimum base height of 40 feet and a maximum base height of 75 feet, and a maximum building height of between 135 feet and 13 stories. The parking is required for 50 percent of market rate units, while no parking is required for affordable units in a Transit Zone. The C2-4 commercial overlay would allow ground floor commercial uses at an FAR of 2.0 with low parking requirements. The C2-4 commercial overlay permits a wide variety of commercial uses including restaurants, retail, and local retail services.

The proposed mixed-use development would have an overall FAR of 4.2, which is less than the 4.6 FAR permitted in the proposed R7-2 district. The proposed LSGD would modify the height regulations of the proposed R7-2 district.

Zoning Text Amendment (N 220313 ZRK)

The applicant is seeking zoning text amendments that would establish the project area as an MIH Area in Appendix F; and expand the boundary of Transit Zone 12 to include the project area in Appendix I:

MIH Text Amendment to Appendix F

The applicant requests a zoning text amendment to Appendix F to designate the project area as a MIH area mapped with Option 1. Option 1 requires that at least 25 percent of the residential floor

area be provided as housing affordable to residents with household incomes averaging 60 percent of the Area Median Income (AMI), including a 10 percent band at 40 percent of the AMI. However, the applicant proposes that all 2,050 units of housing be affordable. The rental units would be affordable to households with a range of incomes between 30 and 80 percent of the AMI and the homeownership units would be available to households with up to 100 percent of the AMI. The 513 units required pursuant to MIH would be permanently affordable pursuant to Option 1.

Transit Zone Text Amendment to Appendix I

The applicant is proposing an amendment to Appendix I to expand the boundary of Transit Zone 12 to include the project area. The Transit Zone eliminates required parking for IRHUs, which include all MIH units and other units that are restricted to households with incomes below 80 percent of AMI. The project area is adjacent to the current Transit Zone boundary and has a range of transit options including the East 105th Street and Canarsie-Rockway Parkway stops on the L train and the Pennsylvania Avenue stop on the 3 train located within a mile of the project area. The project area is also served by the BM2 Express, BM5 Express, B60, B82, B82SBS, and BS103LTD bus lines that provide local and express service throughout Brooklyn, Manhattan, and Queens. The proposed development would also provide shuttle bus service to and from the East 105th Street and Pennsylvania Avenue stations. With the Transit Zone expanded to include the project area, the number of accessory residential parking spaces required for the proposed development would be reduced from 487 to 256 spaces.

Zoning Special Permit (C 220311 ZSK)

The applicant requests a zoning special permit pursuant to ZR Section 74-743(a)(2) to modify the bulk regulations of ZR Section 23-40 (Yard Regulations), Section 23-50 (Additional Yard Regulations), Section 33-30 (Other Special Provisions for Rear Yards), and 35-50 (Modification of Yard Regulations); Section 23-711 (Standard minimum distance between buildings); Sections 23-66 (Height and Setback Requirements for Quality Housing Buildings), 23-69 (Special Height Limitations), and 35-65 (Height and Setback Requirements for Quality Housing Buildings) within an LSGD to promote better site planning and urban design on the development site.

Yards

The development site is located north of an R5 zoning district, requiring an eight-foot side-yard to be provided within portions of the development site, pursuant to ZR Sections 23-51 and 35-54. The applicant requests a full waiver of the required eight-foot side yards on portions of Building 2 and Building 9/10.

Twenty and 30-foot rear yards are required along the shared lot line for non-residential and residential uses, respectively. The applicant is seeking a full waiver of the 20-foot rear yards required for the parking garage and the PAC pursuant to ZR Section 33-303, and a full waiver of the 30-foot rear yard required for a portion of Building 4 pursuant to ZR Sections 23-471 and 23-543.

Distance Between Buildings

Several waivers to the minimum distance between buildings pursuant to ZR Section 23-711 are requested between the CCC and Buildings 5, 6, 7/8, and 9/10 to allow for minimum distances ranging from approximately 30 feet to 48 feet where required distances range from 40 to 50 feet. The applicant notes these waivers are only needed up to a height of 43 feet, the envelope height provided for the CCC. Similarly, a waiver to the 50-foot minimum distance between the PAC and Building 4 would be required up to the approximately 29-foot height of the envelope for the maisonettes in Building 4 opposite the PAC to allow for a 34-foot, 6-inch distance between the buildings.

Additional waivers to the requirements pursuant to ZR Section 23-711 to reduce the minimum distance between Buildings 5 and 6 from 60 feet to 50 feet; Buildings 7/8 and 9/10 from 60 feet to 54-feet, 6-inches; and portions of Building 9/10 above nine stories from 60 feet to 39 feet.

Building Height and Setback

Bulk regulations for R7-2 zoning districts requires buildings have a minimum base height of 40 feet, a maximum base height of 75 feet, and a maximum building height 135 feet and 13 stories

when mapped with MIH. Above a maximum base height of 75 feet, buildings are required to setback 15 feet along narrow streets and 10 feet along wide streets. Additionally, within 25 feet of an adjoining R5 district, buildings are limited to a maximum height of 55 feet within 100 feet of a wide street and 45 feet beyond 100 feet of a wide street.

While portions of each building would comply with the minimum and maximum base heights and maximum building heights, the applicant proposes a series of waivers to the height and setback regulations to facilitate the proposed design, which provides articulation along the major thoroughfares. Waivers to both the minimum and maximum base heights within 10 feet of the street line are requested for Buildings 1, 2, 3, 5, and 6; and within 15 feet of the street line for Buildings 7/8 and 9/10. Waivers to the both the maximum building height and the maximum number of stories are requested for portions of Building 1, with a maximum height of approximately 161 feet and 15 stories, and portions of Buildings 3, 5, and 6, which rise to 14 stories and have maximum heights between 150 to 155 feet. The applicant also requests a waiver to the maximum building height only for portions of Buildings 1 and 2 that rise to approximately 141 and 140 feet, respectively.

Waivers to regulations pursuant to ZR Section 23-693 are also requested. ZR Section 23-693 sets forth special height limitations when higher-density districts are adjacent to lower-density districts, development height within 25 feet of the adjacent R5 zoning district is limited to 45 feet (or 55 feet within 100 feet of a wide street). The applicant requests waivers for portions of Buildings 4, 9/10, the PAC, and the parking garage that range from approximately 50- to 129-feet high, and a portion of Building 2 that is within 100 feet of a wide street and rises to approximately 120 feet.

Zoning Special Permit (C 220314 ZSK)

The applicant requests a zoning special permit pursuant to ZR Section 74-512 to permit a public parking garage with 500 spaces, 45 of which would be located on the roof of the garage.

The garage would be located south of the CCC and PAC and at the lot line on its eastern and

southern sides, with the Vandalia Houses to the south and Met Council Towers to the east. The one-story senior center at the Vandalia Houses is the closest building to the parking garage, located approximately 30 feet away. Access to the garage would be provided via a curb cut on Louisiana Avenue, a secondary street, approximately 375 feet south of the intersection with Flatlands Avenue, a major street, and approximately 420 feet north of the intersection with Vandalia Avenue, per ZR Section 36-53.

Twenty-five reservoir spaces would be provided, with 11 located inside the garage and 14 located on the private street. The parking structure façade would be screened by a decorative treatment along all frontages and the rooftop parking would be screened by a decorative wall or barrier, per ZR Section 36-56, and when not in use would function as additional active open space.

ENVIRONMENTAL REVIEW

This application (C 220312 ZMK), in conjunction with the related applications (C 220311 ZSK, C 220314 ZSK, and N 220313 ZRK), was reviewed pursuant to the New York State Environmental Quality Review Act (SEQRA) and the SEQRA regulations set forth in Volume 6 of the New York Code of Rules and Regulations, Section 617.00 et. seq. and the New York City Environmental Quality Review (CEQR) Rules of Procedure of 1991 and Executive Order No. 91 of 1977. The designated CEQR number is 20DCP057K. The lead is the City Planning Commission.

It was determined that this application, in conjunction with the applications for related actions, may have a significant effect on the environment, and that an Environmental Impact Statement (EIS) would be required. A Positive Declaration was issued on January 31, 2020, and subsequently distributed, published, and filed. Together with the Positive Declaration, a Draft Scope of Work for the Draft Environmental Impact Statement (DEIS) was issued on January 31, 2020. A public scoping meeting was held on March 3, 2020 and the Final Scope of Work was issued on May 6, 2022.

A DEIS was prepared and a Notice of Completion for the DEIS was issued on May 6, 2022. Pursuant to SEQRA regulations and the CEQR procedures, a joint public hearing was held on the DEIS on August 24, 2022 in conjunction with the public hearing on the related Uniform Land Use Review Procedure (ULURP) items (C 220312 ZMK, C 220311 ZSK, C 220314 ZSK, N 220313 ZRK). A Final Environmental Impact Statement (FEIS) reflecting the comments made during the public review process was completed, and a Notice of Completion of the FEIS was issued on September 30, 2022. Significant adverse impacts related to hazardous materials, air quality, and noise would be avoided through the placement of (E) designations (E-679) on the project site as specified in Chapter 10, Chapter 14, and Chapter 16, respectively, of the FEIS.

The application, as analyzed in the FEIS, contained Project Components Related to the Environment (PCREs), which are set forth in "Open Space", Chapter 5, "Transportation", Chapter 13, and "Construction", Chapter 19. To ensure the implementation of the PCREs, the applicant will enter into a Restrictive Declaration at the time of the approval of land use-related actions and prior to issuance of any permits.

The proposed project as analyzed in the FEIS identified significant adverse impacts with respect to community facilities (early childhood programs and libraries), open space (temporary), transportation (traffic, subway, bus, pedestrian), noise and construction (traffic, noise).

The identified significant adverse impacts and proposed mitigation measures under the proposed actions are summarized in Chapter 20, "Mitigation". To ensure the implementation of the mitigation measures identified in the FEIS, the mitigation measures are included in the Restrictive Declaration.

WATERFRONT REVITALIZATION PROGRAM CONSISTENCY

This application (C 220312 ZMK) was reviewed by the City Coastal Commission for consistency with the policies of the New York City Waterfront Revitalization Program (WRP), as amended, approved by the New York City Council on October 30, 2013 and by the New York State Department of State on February 3, 2016, pursuant to the New York State Waterfront

Revitalization and Coastal Resources Act of 1981 (New York State Executive Law, Section 910 *et seq.*). The designated WRP number is 18-208. This action was determined to be consistent with the policies of the New York City Waterfront Revitalization Program.

This action was determined to be consistent with the policies of the New York City Waterfront Revitalization Program.

UNIFORM LAND USE REVIEW

This application (C 220312 ZMK), along with the related applications (C 220311 ZSK and C 220314 ZSK), was certified as complete by the Department of City Planning on May 6, 2022, and was duly referred to Community Board 5 and the Brooklyn Borough President, in accordance with Title 62 of the Rules of the City of New York, Section 2-02(b) along with the related application for a zoning text amendment (N 220313 ZRK), which was referred for information and review on May 6, 2022 in accordance with the procedures for non-ULURP matters.

Community Board Public Hearing

Community Board 5 held a public hearing on this application (C 220312 ZMK), in conjunction with the related actions, on July 19, 2022, and, on August 8, 2022, by a vote of 29 in favor, one opposed, and one abstaining, adopted a resolution recommending approval of the application with the following conditions:

"1. Modify senior housing to increase the amount of 1BR units with a formula that accommodates at minimum, 50% of the senior units to be 1BRs.
2. Work with CB5 and local organizations for hiring process during construction as well as for post construction opportunities.
3. Work with local housing organizations and CB5 to provide workshops, seminars, and resources to prepare CB5 residents for the homeownership opportunities within the project."

Borough President Recommendation

This application (C 220312 ZMK), in conjunction with the related actions, was considered by the Brooklyn Borough President, who held a public hearing on July 21, 2022, and on August 17, 2022 issued a recommendation to approve the application with the following conditions:

"1. That the project's residential component is 100% affordable and income-restricted
2. That the proposed shuttle service is provided equitably to all residents
3. That the applicant, Innovative Urban Living, LLC:
   a. Provide a construction timeline, including the phasing plan for developing the Publicly Accessible Area in the Restrictive Declaration
   b. Conduct a traffic study 18 months after buildout to identify any necessary changes to traffic patterns or pedestrian pathways on the CCC campus and the adjacent public roadways."

City Planning Commission Public Hearing

On August 10, 2022 (Calendar No. 7), the City Planning Commission scheduled August 24, 2022, for a public hearing on this application (C 220312 ZMK). The hearing was duly held on August 24, 2022 (Calendar No. 23). There were 12 speakers in favor of the application and none in opposition.

An applicant team consisting of four members spoke in favor of the application. The Reverend of the CCC described the vision of the project as an affordable and quality urban living experience with over 2,000 units of affordable rental and homeownership units, alongside innovative community-focused programming, neighborhood-focused retail, educational and job opportunities, and open space. He described the overall program within 10 buildings and highlighted the benefits of the street and open space networks. He also described the types of community facilities and commercial uses intended for the site, including a grocery store, performing arts center, workforce training center, cybercafé, 24-hour daycare, and playground.

The project architect noted the various built forms surrounding the project area, including the

high-rises of Starrett City and various scales of surrounding NYCHA complexes. He described the goals of the project, which included creating a destination in this area, integrating the street grid into the site, and bringing social resources to the area. The active ground floor strategy was highlighted, using a mix of uses, small blocks, and streetscapes to bring a sense of security and community to the site. In response to feedback received during public review, he stated the team reduced the overall number of stories of buildings along Flatlands Avenue. He also highlighted the varied heights of buildings on the site, including the two-story PAC building and maisonettes facing a private street. Regarding open space, he described the two major open spaces at the entry to Flatlands and Louisiana avenues and the central quad in the center of the site. He also described the resiliency measures proposed for the site, including introducing a permeable open space at the lowest point of the site, elevating building mechanicals, locating residential uses above the ground floor, and increasing the number of trees and overall square footage of open space.

A representative of the applicant team discussed the affordability proposed for the project. He noted that the team aims to balance providing housing for the community and opportunities for upward mobility, and that the overall AMI range for the site would be between 30 and 100 percent of the AMI. He also noted that as a response to community feedback, the team deepened the affordability and eliminated the 100 percent of the AMI band for rentals. The AMI for homeownership units would remain between 80 and 100 percent AMI.

In addition to the applicant team, eight people spoke in favor of the application, including representatives of citywide, borough, and local organizations, and several residents.

All speakers recognized the applicant team for creating a comprehensive plan to bring affordable housing, economic opportunities, and community services to current and future East New York residents. All speakers were supportive of the significant amount of permanently affordable housing proposed, and many discussed other benefits of the project, notably the inclusion of purpose-built community facility spaces such as the PAC, community-oriented programming, and open spaces. The creation of job opportunities was also cited as a benefit to the community.

Two speakers were local residents and members of the East New York Christian Cultural Center. These speakers expressed support for the overall vision and programming of the site. One speaker stressed the importance of revitalizing this area of the community, particularly while providing opportunities for new jobs and affordable housing to build intergenerational wealth.

Other speakers in favor of the application included representatives of the Brooklyn Chamber of Commerce, New York Building Congress, A Better New York, Community Education Council District 13, and the Local Development Corporation of East New York and East Brooklyn BID. These groups praised the applicant team for working to address the local and citywide housing crisis through the development of much-needed affordable housing, including deeply affordable housing, housing for seniors, and homeownership opportunities. Some groups highlighted the benefits that the new community resources and job opportunities would bring to residents in neighboring NYCHA complexes, and others recognized the innovative programming and childcare that would be brought to the community.

A representative for SEIU 32BJ testified in support of the proposed development, emphasizing the number and quality of the jobs the project would create, and noted that the developer has made an early commitment to creating prevailing wage jobs at the site.

There were no other speakers and the hearing was closed.

CONSIDERATION

The Commission believes that this application for a zoning map amendment (C 220312 ZMK), in conjunction with the related applications (C 220311 ZSK, C 220314 ZSK, and N 220313 ZRK), is appropriate.

The proposed actions will facilitate the redevelopment of a major underutilized site in East New York with an approximately 1.93 million-square-foot mixed-use development with approximately 2,050 affordable apartments, including 513 permanently affordable apartments,

commercial space, and significant community amenities. Additionally, approximately four acres of public open space, including a complementary and publicly accessible street network, and nearly 900 parking spaces will be provided.

The Commission notes that the project will contribute to the redevelopment of an underutilized portion of a site otherwise well-used by the community, transforming a surface parking lot into a new mixed-use "urban village." The Commission is pleased that the project will help address the need for more affordable housing, consistent with the city's policy objectives for promoting housing production and affordability across the city. The Commission is also pleased that these actions will support and allow the preservation and growth of the East New York CCC, a longstanding community institution. The Commission notes that the CCC has been an anchor of the community for years and believes it will continue to provide space and programming for existing and future residents for years to come.

The Commission notes that the proposed development will introduce an active, walkable development typology supported by a new publicly accessible street network in an area with a high concentration of surface parking lots and superblock, tower-in-the-park style developments, knitting this new development into the surrounding street grid. Furthermore, the proposal will activate the perimeter of the site with an improved public realm, including new services and businesses, bringing more activity to the area and promoting walkability. The active ground floor uses, supported by transparency requirements and bulk design strategies, will improve conditions around the immediate and surrounding area. New open spaces and significant new community facilities will further activate this area of East New York, home to a community of thousands of residents.

The proposed actions will facilitate a development that will use a portion of an underutilized site in a manner consistent with the mixed-use context of the surrounding area with a superior site plan that provides high-quality public open space, much-needed affordable housing, neighborhood services, and significant community facility amenities to both current and future residents.

Zoning Map Amendment (C 220312 ZMK)

The Commission believes the proposed zoning map amendment to change an R5 zoning district to an R7-2/C2-4 zoning district is appropriate.

The current R5 zoning district allows residential and community facility uses at a maximum FAR of 1.25 and 2.0, respectively, and would not support the redevelopment of a project with significant amounts of affordable housing, commercial, and community facility uses. The change will allow an increase in residential height and density within the project area, allowing buildings with a maximum FAR of 4.6 for residential uses and 6.5 for community facility uses, a maximum base height of 75 feet, and a maximum building height of 135 feet. C2-4 districts allow a maximum FAR of 2.0 for most commercial uses, including neighborhood-serving retail and services, and have low off-street parking and loading requirements.

The Commission believes the proposed zoning will permit uses and bulk that are consistent with the mixed-use character of the neighborhood. The higher density R7-2 zoning district is appropriate due to project area's adjacency to other multi-building complexes, wide streets, and access to current and future services. Combined with the C2-4 commercial overlay, the new zoning districts will allow a broad range of residential, commercial, and community facility uses and will support the proposed programming of the ten new buildings and thousands of new residents.

Zoning Text Amendments (N 220313 ZRK)

The Commission believes that the proposed zoning text amendments are appropriate. The amendments would map an MIH area and allow for a reduction of required parking in an area with various transit options.

MIH Text Amendment to Appendix F

The Commission believes that the establishment of an MIH area through the proposed zoning text amendment is consistent with the city's policy of requiring income-restricted housing in

areas being rezoned to allow for a substantial increase in residential capacity. The MIH area mapped will be coterminous with the proposed R7-2 zoning district. The applicant is proposing to map MIH Option 1 and will therefore be required to allocate 25 percent of the residential floor area to permanently affordable for households at an average of 60 percent of the AMI, with no income band exceeding 130 percent of the AMI. The proposed development is expected to create 513 permanently affordable residences.

The Commission acknowledges the opportunity for this site to provide a significant number of permanently affordable housing units, providing much-needed low-income housing. The Commission is pleased that all units on the site are proposed to be affordable, which includes housing for families and seniors, noting that the applicant has stated the rental units will be affordable at a range of incomes between 30 percent and 80 percent of the AMIs and homeownership units will be affordable at a range of incomes between 80 and 100 percent of the AMI. The Commission notes that the applicant deepened the affordability levels for both the rental and homeownership units during the public review process, reflecting community feedback.

Transit Zone Text Amendment to Appendix I

The Commission believes that the text amendment to extend the boundary of Transit Zone 12 is appropriate. The Commission notes that the project area is immediately south of the existing Transit Zone and has a range of transit options. The Commission believes that inclusion of the project area in the Transit Zone will support use of available transit options, promote walkability throughout the project area, and will allow the developer to right-size the amount of parking based on need. The Commission is also pleased that the applicant will provide a shuttle service from the site to train to further reduce commute times. The inclusion of the project area in the Transit Zone will reduce the required residential parking from 487 to 256 spaces, although the project would provide 386 residential parking spaces.

Zoning Special Permit (C 220311 ZSK)

The Commission believes the special permit pursuant to ZR Section 74-743(a)(2), as modified

herein, is appropriate. As part of this special permit, the applicant requests waivers associated with regulations pertaining to the provision of yards, distance between buildings, and height and setback. The requested waivers will allow for a more flexible and superior site plan, improving the relationship between the existing and proposed buildings and newly created open space. The Commission finds that the application, as modified, meets the relevant requirements in order to grant the special permit.

The proposed site plan concentrates the bulk and active uses towards the perimeter of the development site, along significant and wide avenues, transforming this superblock into an active and walkable "urban village" and knitting together the surrounding area with a strong, active, and transparent street wall condition along Flatlands, Louisiana, and Pennsylvania avenues. The street wall massing is interrupted in appropriate locations, breaking down the site and connecting to established surrounding streets, creating sight lines to the central quad through a covered arcade and to the CCC building at the corner of Flatlands and Louisiana avenues. The buildings are shaped to ensure generous widths for public walkways and circulation areas, optimal dimensions of open space elements, and an ample, efficient street network to facilitate traffic, visual connectivity, and pedestrian flow through the site. The Commission notes that the inclusion of maisonnettes further supports a pedestrian scale along Streets A and C. The Commission believes that the public open space is an integral component of the overall site plan, supporting an appropriate relationship with the existing and proposed community uses, complementing proposed building locations, and providing significant and varied new publicly accessible open spaces for the current and future residents of the area.

The Commission is pleased that the site plan dedicates much of the site area to public space that improves connections and programming throughout the site and notes that amenities such as seating, lighting, signage, and plantings ensure quality of these spaces. The Commission notes that the central quad and entry plaza will have public operating hours similar to NYC public parks and can only be closed for private events six times per year per open space. The significant increase in additional public space is made possible by locating the residential buildings at the perimeter of the site, creating smaller building footprints, as well as opening the

intersection of Flatlands and Louisiana avenues to provide ample open space to accommodate visitors to the CCC and the development. The newly created PAA and street network will promote walkability, better circulation, and programming opportunities for residents.

The Commission is pleased that the new street network will weave the development components together into an urban grid that connects to the existing street network, with multiple points of entry from Louisiana, Flatlands, and Pennsylvania avenues. The site will be optimized to bring visitors to the center of the development, while diverting vehicular access away from the predominantly residential areas in the eastern portion of the site. Furthermore, the placement of street trees and street treatments will help ensure the development will feel welcoming and inclusive. To ensure the publicly accessible open space feels public and welcoming, the Commission believes that the view corridor created by extending Georgia Avenue into the site and reaffirmed by the covered arcade in Building 5 (with a minimum clearance of 15 feet and minimum depth of 20 feet) is integral to the site plan.

The Commission believes these waivers will result in a superior site plan that relates to its surroundings while supporting the overall development vision and not overburdening any one portion of the development or surrounding streets. The Commission recognizes that this unique and pedestrian-scaled design scheme, which includes the preservation of an important community resource, requires modifications to the yard, minimum distance between buildings, and height and setback regulations of the proposed R7-2 zoning district, and deems these modifications appropriate to facilitate a superior site plan.

Yards

The Commission believes that the request to waive the required side and rear yards is appropriate due to the development of a well-considered site plan, which locates the new buildings at the perimeter of the site, establishing a strong street wall and freeing the center of the site for community-oriented uses and public open space. The yard waivers will also allow for the creation of the new street network and for the parking garage to be located more closely to the PAC and CCC, away from the residential uses and open space. The Commission notes that that,

even with the yard waiver, the proposed development will be located between 30 and 77 feet from the adjoining buildings to the south.

Distance Between Buildings

The Commission believes that the request to reduce the required distance between buildings is an appropriate waiver to facilitate the proposed site plan, which aims to maintain the existing CCC building, provide significant open space, and create a strong street wall at the perimeter. The waivers will allow for efficient residential floorplates in the building surrounding the existing CCC building, as well as between other new buildings. The waivers will also allow the location of the maisonettes of Building 4 to align with the street network, improve visual connection to the PAC, and allow for variation of the roof plane for the upper portions of Buildings 9/10.

Building Heights and Setbacks

The Commission believes that the request to modify the building heights and setback regulations, as modified herein, is appropriate to facilitate unique and varied building forms and heights that would not otherwise be permitted by the proposed R7-2 zoning district, while maximizing the amount of open space and preserving a valued community facility use.

The Commission notes that R7-2 developments within MIH designated areas must adhere to Quality Housing regulations, which have certain height and setback requirements, including minimum and maximum base heights. Given the site's long frontages, location along wide avenues, and proposed smaller-scale development blocks, the Commission supports the requested height and setback waivers along Flatlands, Louisiana, and Pennsylvania avenues to ensure a more varied street wall design.

The Commission believes that the portions of the buildings that exceed the maximum height limit are balanced by the preservation of the low-scale CCC building, as well as the central quad, maisonettes, and PAC. Moreover, these portions are offset by the lower base heights of other building portions. The proposed open space plan and private street network, as well as these low-scaled buildings, will allow for ample light and air within the LSGD. Recesses will be provided

in street walls fronting Louisiana, Flatlands, and Pennsylvania avenues, and the buildings along these frontages will be set back between 0 and 10 feet to allow for ample pedestrian circulation at the sidewalk that supports an enhanced commercial and community facility frontage.

The Commission believes that the requested relief from height and setback rules is a modest increase in allowable height and is consistent with the existing character of adjacent buildings and the land use pattern of the surrounding neighborhood. The surrounding context includes tower-in-the-park typologies, including NYCHA campuses and other housing complexes, which range in height up to 20 stories. The bulk waivers provide an improved building configuration that balances keeping the building height in context with the surrounding area while allowing the applicant to provide a substantial amount of affordable housing and open space for the community.

The Commission also recognizes that height and setback waivers are being requested due to the location of the proposed development site adjacent to an existing R5 zoning district, which mandates a transitional height between the two districts. The Commission believes this request is appropriate due to the distance between the existing buildings on the adjacent lot and the lot line.

The Commission notes that the applicant has revised the application drawings to reduce the overall number of stories along Flatlands Avenue (Buildings 1, 3, 5, and 6) in response to community feedback. Portions of Building 1 have been reduced from 15 stories to 14 stories; portions of Building 3 have been reduced from 14 and 13 stories to 13 and 12 stories; portions of Building 5 have been reduced from 14 stories to 13 stories; and portions of Building 6 have been reduced from 14 stories to 13 stories. The Commission notes that the overall building form and allowable floor area would remain the same, which are appropriate given the surrounding street widths and built context, but that this change is responsive to requests to reduce the total number of stories and adopts the drawings as modified.

The Commission also adopts minor changes to the drawings, including new benches along Street B visible from Flatlands Avenue, and changes to building notes to facilitate the construction of

the maisonettes and mechanical infrastructure potentially required by the FEIS.

The proposed PAA is part of the LSGD site plan and will provide new visual and physical connections to neighbors by breaking up the superblock. The newly created entry plaza between Buildings 6 and 7/8 will provide a key viewshed to the CCC from the intersection of Flatlands and Louisiana avenues, and the central quad will serve as a central gathering for residents living in the development and the broader community. Furthermore, the new streets and other pedestrian amenities will support active ground floor uses, maximize public access to different parts of the development, and animate the streetscape through a use of a recognizable NYC streetscape design. The Commission notes that access, use, and maintenance of the PAA will be enforced through a restrictive declaration that is binding on the proposed development.

The Commission notes that a phasing plan stipulating the timing of buildings and open space construction is included in the restrictive declaration. Phase 1A will include Buildings 1 and 2 and a portion of the new street network; Phase 1B will include Buildings 3 and 4 and the parking garage and a second portion of the street network; Phase 2A will include Buildings 5 and 6, the central quad, PAC, and the final portion of the street network; Phase 2B will include Building 7/8; and Phase 2C will include Buildings 9/10. The Commission believes that the proposed phasing plan provides for functional and accessible open space and site connectivity at each phase. The Commission further notes the importance of the central quad being delivered in conjunction with Buildings 5 and 6, as it provides a critical amenity for the significant number of residents that would be living on site at that stage of the development.

The Commission believes that the proposed bulk modifications, as modified herein, will result in a better site plan and a better relationship among the buildings, the proposed public access areas, the adjacent wide avenues and surrounding streets, and surrounding developments than would be achieved absent such modifications. The site plan balances the needs of the unique uses and design located on the site and responding to the surrounding built context. The requested waivers will not result in an undue increase in bulk or height, or unduly obstruct access to light and air to the surrounding streets and buildings.

Zoning Special Permit (C 220314 ZSK)

The Commission believes that the zoning special permit pursuant to ZR Section 74-512 to allow a public parking garage with 500 spaces, with 45 spaces on the roof, is appropriate. The garage will allow for the redevelopment of the site while continuing to provide parking for CCC visitors as well as the required parking for the proposed commercial and community facility uses. The garage will be located closest to those uses, with access off Louisiana Avenue, a secondary road in close proximity to Flatlands Avenue, a major road, to reduce congestion and allow vehicle access to the garage without the need to pass through local streets. The Commission notes that the garage will also provide adequate reservoir space to accommodate a number of vehicles equal to five percent of the total parking spaces. The Commission believes that the design and location of the garage will minimize vehicular traffic to and through local streets in nearby residential areas. The Commission also notes that, while the garage will be located along the southern lot line of the existing residential buildings, the structure will be screened from view through a decorative façade.

The Commission notes the significance of the Flatlands Avenue frontage, as it connects the site to the broader surrounding area, is a major truck route, and is a buffer between the Fairfield-Flatlands IBZ and the development. The Commission is pleased that the applicant has committed to providing the maximum amount of street trees on the site, as well as other strategies to activate Flatlands such as providing non-residential ground floors, varied building bulk, sidewalk widenings, pedestrian-scale lighting, tree pits and planters, and other potential streetscape improvements in coordination with NYC Department of Transportation (DOT).

Additionally, the Commission is pleased that the actions will support the creation of new temporary and permanent jobs, and opportunities to connect with existing businesses in the IBZ. The proposed uses will create jobs in varied sectors, including temporary construction jobs and entrepreneurial opportunities with the provision of a substantial amount of local retail space. With its location directly across from the IBZ, the Commission sees an opportunity for the applicant to help connect existing and future residents with jobs in the IBZ, as well as connect

existing businesses in the IBZ with opportunities that are a result of the development.

The Commission, also in its capacity as the City Coastal Commission, notes the location of the development site in the Coastal Zone and Jamaica Bay Special Natural Area. The Commission also notes that the portion of the site within the 2 percent annual flood plain today is projected to grow in the 2020s and that a portion of the site will be in the 1 percent annual flood plain by 2080, likely seeing progressively increased risk from sea level rise. It is appropriate that the applicant has considered long-term resiliency approaches to site design, including elevating residential uses above the ground floor as well as building mechanicals, grading the site above the Base Flood Elevation, creating green roofs, and providing more porous area than exists on the site today, including at the intersection of Flatlands and Louisiana avenues, where the site is most vulnerable to flood risk. In addition, the Commission requests stronger commitments from the applicant that they will refine adaptation measures during site planning and construction, and institute meaningful green infrastructure investments in coordination with the NYC Department of Environmental Protection (DEP).

Lastly, the Commission notes that a restrictive declaration will require that the proposed building be developed in substantial accordance with the approved drawings and conditions. Additionally, the restrictive declaration will establish any environmental mitigation conditions as necessary, as identified through the environmental review process.

Regarding the community board's recommendation to increase the number of one-bedroom senior units and to work with Community Board 5 and local organizations to identify job opportunities, as well as prepare residents for homeownership opportunities, the Commission encourages the applicant to continue their outreach as the project progresses, but notes that these recommendations are outside of its purview.

Regarding the Brooklyn Borough President's recommendation that the proposed units be 100% affordable and income-restricted and the proposed shuttle service is provided for all residents, the Commission is pleased that the applicant has committed to these components of the project

but notes that these are outside of its purview. Regarding the Brooklyn Borough President's recommendation that the applicant provide a construction timeline and phasing plan for the PAA, the Commission notes a phasing plan for the development and associated PAA will be memorialized in the restrictive declaration. Regarding the request to conduct a future traffic study to identify any needed changes to traffic patterns or pedestrian pathways, the Commission encourages the applicant to continue to work with DOT to make any needed changes if issues arise.

RESOLUTION

RESOLVED, that having considered the Final Environmental Impact Statement (FEIS), for which a Notice of Completion was issued on September 30, 2022, with respect to this application (CEQR No. 20DCP057K), the City Planning Commission finds that the requirements of the New York State Environmental Quality Review Act and Regulations have been met and that:

1. The environmental impacts disclosed in the FEIS were evaluated in relation to the social, economic, and other considerations associated with the action[s] that are set forth in this report; and

2. Consistent with social, economic and other essential considerations from among the reasonable alternatives available, the action is one which avoids or minimizes adverse environmental impacts to the maximum extent practicable; and

3. The adverse environmental impacts identified in the FEIS will be minimized or avoided to the maximum extent practicable by incorporating as conditions to the approval, pursuant to the restrictive declaration dated October 11, 2022, those project components related to the environment and mitigation measures that were identified as practicable.

The report of the City Planning Commission, together with the FEIS, constitutes the written statement of facts, and of social, economic and other factors and standards, that form the basis of the decision, pursuant to Section 617.11(d) of the SEQRA regulations; and be it further

RESOLVED, that the City Planning Commission, in its capacity as the City Coastal Commission, has reviewed the waterfront aspects of this application and finds that the proposed action will not substantially hinder the achievement of any WRP policy and hereby determines that this action is consistent with WRP policies; and be it further

RESOLVED, by the City Planning Commission, pursuant to Sections 197-c and 200 of the New York City Charter that based on the environmental determination and consideration described in this report, the Zoning Resolution of the City of New York, effective as of December 15, 1961, and as subsequently amended, is further amended by changing the Zoning Map, Section No. 17d:

1. changing from an R5 District to an R7-2 District property bounded by Flatlands Avenue, Pennsylvania Avenue, a line 295 feet southeasterly of Flatlands Avenue, a line 235 feet southwesterly of Pennsylvania Avenue, a line 370 feet southeasterly of Flatlands Avenue, a line 535 feet southwesterly of Pennsylvania Avenue, a line 550 feet southeasterly of Flatlands Avenue, a line 245 feet northwesterly of Vandalia Avenue, and Louisiana Avenue; and
2. establishing within the proposed R7-2 District a C2-4 District bounded by Flatlands Avenue, Pennsylvania Avenue, a line 295 feet southeasterly of Flatlands Avenue, a line 235 feet southwesterly of Pennsylvania Avenue, a line 370 feet southeasterly of Flatlands Avenue, a line 535 feet southwesterly of Pennsylvania Avenue, a line 550 feet southeasterly of Flatlands Avenue, a line 245 feet northwesterly of Vandalia Avenue, and Louisiana Avenue;

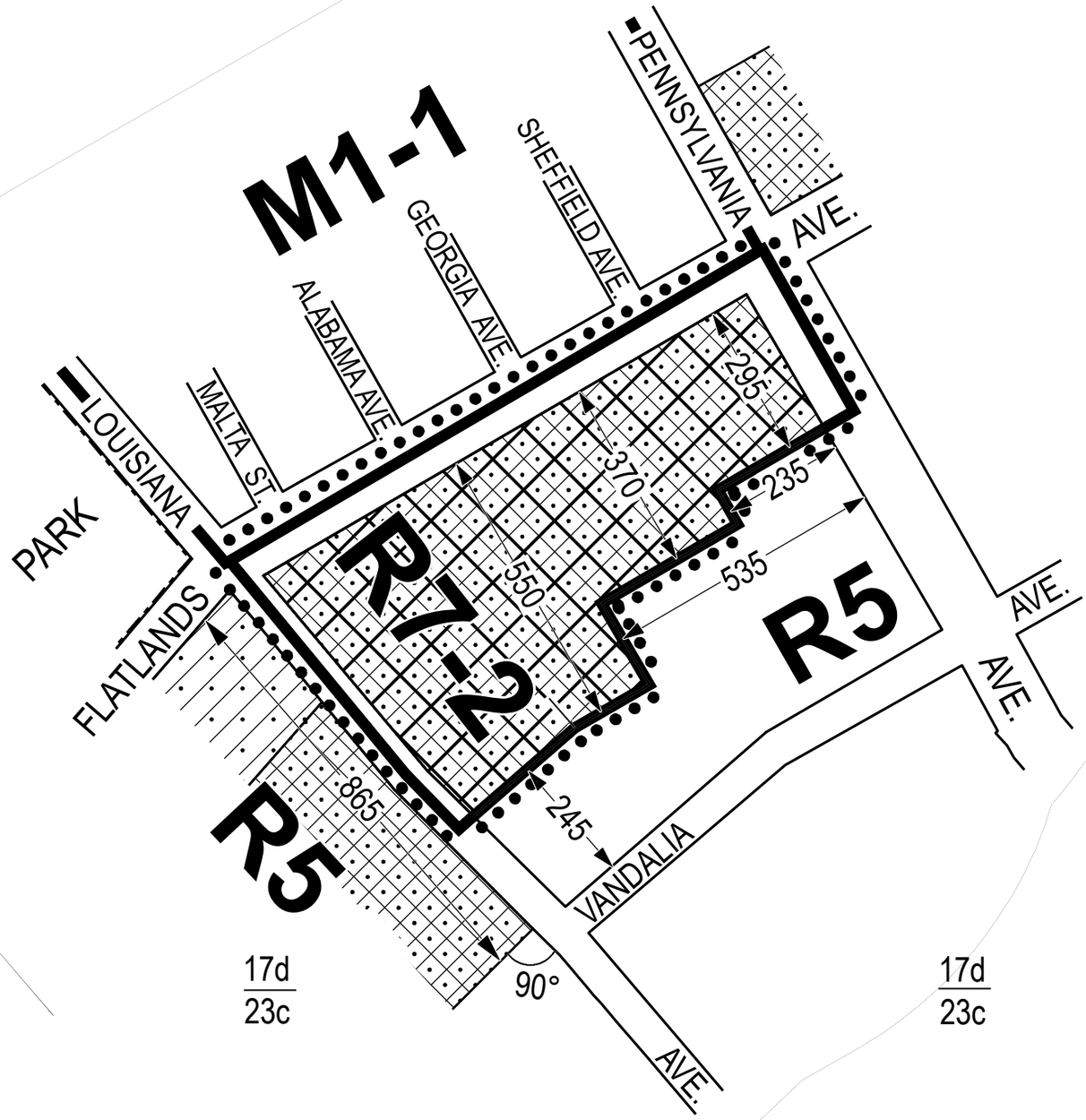
Borough of Brooklyn, Community District 5, as shown on a diagram (for illustrative purposes only) dated May 9, 2022, and subject to the conditions of CEQR Declaration E-679.

The above resolution (C 220312 ZMK), duly adopted by the City Planning Commission on October 11, 2022 (Calendar No. 13) filed with the Office of the Speaker, City Council, and the Borough President together with a copy of the plans of the development, in accordance with the requirements of Section 197-d of the New York City Charter.

DANIEL R GARODNICK, Esq., *Chair*

KENNETH J. KNUCKLES, Esq., *Vice Chairman*
GAIL BENJAMIN, LEILA BOZORG, ALFRED C. CERULLO, III,
ANTHONY CROWELL, Esq., LEAH GOODRIDGE, RASMIA KIRMANI-FRYE,
JUAN CAMILO OSORIO, RAJ RAMPERSHAD, *Commissioners*

C.D. 05 C 220312 ZMK



CITY PLANNING COMMISSION
CITY OF NEW YORK
DIAGRAM SHOWING PROPOSED
ZONING CHANGE
ON SECTIONAL MAP
17d
BOROUGH OF
BROOKLYN

New York, Certification Date:
May 09, 2022

S. Lenard, Director
Technical Review Division

SCALE IN FEET
0 150 300 450 600

NOTE:

Indicates Zoning District Boundary

The area enclosed by the dotted line is proposed to be rezoned by changing an R5 District to an R7-2 District, and by establishing a C2-4 District within the proposed R7-2 District.

Indicates a C2-1 District

Indicates a C2-2 District

Indicates a C2-4 District

NOTE: THIS DIAGRAM IS FOR ILLUSTRATIVE PURPOSES ONLY.

COMMUNITY/BOROUGH BOARD RECOMMENDATION

Project Name: Innovative Urban Village (ENY CCC)			
Applicant:	Innovative Urban Living, LLC	**Applicant's Primary Contact**:	Melanie Meyers
Application #	220312ZMK	**Borough**:	
CEQR Number:	20DCP057K	**Validated Community Districts**:	K05

Docket Description:
IN THE MATTER OF an application submitted by Innovative Urban Living, LLC pursuant to Sections 197-c and 201 of the New York City Charter for an amendment of the Zoning Map, Section No. 17d:

1. changing from an R5 District to an R7-2 District property bounded by Flatlands Avenue, Pennsylvania Avenue, a line 295 feet southeasterly of Flatlands Avenue, a line 235 feet southwesterly of Pennsylvania Avenue, a line 370 feet southeasterly of Flatlands Avenue, a line 535 feet southwesterly of Pennsylvania Avenue, a line 550 feet southeasterly of Flatlands Avenue, a line 245 feet northwesterly of Vandalia Avenue, and Louisiana Avenue; and
2. establishing within the proposed R7-2 District a C2-4 District bounded by Flatlands Avenue, Pennsylvania Avenue, a line 295 feet southeasterly of Flatlands Avenue, a line 235 feet southwesterly of Pennsylvania Avenue, a line 370 feet southeasterly of Flatlands Avenue, a line 535 feet southwesterly of Pennsylvania Avenue, a line 550 feet southeasterly of Flatlands Avenue, a line 245 feet northwesterly of Vandalia Avenue, and Louisiana Avenue;

Borough of Brooklyn, Community District 5, as shown on a diagram (for illustrative purposes only) dated May 9, 2022, and subject to the conditions of CEQR Declaration E-679.

Please use the above application number on all correspondence concerning this application

RECOMMENDATION: Conditional Favorable			
# In Favor: 29	**# Against:** 1	**# Abstaining:** 1	**Total members appointed to the board:** 31
Date of Vote: 8/8/2022 4:00 AM		**Vote Location**: Special Meeting - Cisco Webex Platform	

Please attach any further explanation of the recommendation on additional sheets as necessary

Date of Public Hearing: 7/19/2022 10:30 PM	
Was a quorum present? Yes	*A public hearing requires a quorum of 20% of the appointed members of the board but in no event fewer than seven such members*
Public Hearing Location:	Virtual - Cisco Webex

CONSIDERATION: **NOTE: A Special Meeting was called after the July 19 Hearing for further review. The LU/Housing Committee met on July 26th and made a recommendation with conditions to the full board in a Special meeting on August 8th, 2022.

The full Board voted in favor of the project with the following conditions:

Conditions Outlined for Innovative Urban Village:
• Modify senior housing to increase the amount of 1BR units with a formula that accommodates at minimum, 50% of the senior units to be 1BRs.
• Work with CB5 and local organizations for hiring process during construction as well as for post construction opportunities
• Work with local housing organizations and CB5 to provide workshops, seminars, and resources to prepare CB5 residents for the homeownership opportunities within the project.

Recommendation submitted by	BK CB5	Date: 8/18/2022 5:02 PM

COMMUNITY/BOROUGH BOARD RECOMMENDATION

Project Name: Innovative Urban Village (ENY CCC)			
Applicant:	Innovative Urban Living, LLC	**Applicant's Primary Contact**:	Melanie Meyers
Application #	220311ZSK	**Borough**:	Brooklyn
CEQR Number:	20DCP057K	**Validated Community Districts**:	K05

Docket Description:
IN THE MATTER OF an application submitted by Innovative Urban Living, LLC pursuant to Sections 197-c and 201 of the New York City Charter for the grant of a special permit pursuant to the following Sections of the Zoning Resolution Section 74-743(a)(2) of Zoning Resolution to modify:
1. the side and rear yard regulations of Section 23-40 (YARD REGULATIONS), Section 23-50 (Additional Yard Regulations), Section 33-30 (OTHER SPECIAL PPROVISIONS FOR REAR YARDS), and 35-50 (MODIFICATION OF YARD REGULATIONS);
2. the height and setback requirements of Sections 23-66 (Height and Setback Requirements for Quality Housing Buildings), 23-69 (Special Height Limitations), and 35-65 (Height and Setback Requirements for Quality Housing Buildings); and
3. the minimum distance between buildings regulations of Section 23-711 (Standard minimum distance between buildings);
in connection with a proposed mixed-use development, within a Large-scale General Development generally bounded by Flatlands Avenue, Pennsylvania Avenue, a line 295 feet southeasterly of Flatlands Avenue, a line 235 feet southwesterly of Pennsylvania Avenue, a line 370 feet southeasterly of Flatlands Avenue, a line 535 feet southwesterly of Pennsylvania Avenue, a line 550 feet southeasterly of Flatlands Avenue, a line 245 feet northwesterly of Vandalia Avenue, and Louisiana Avenue (Block 4430, Lot 1, and Block 4434, Lots 1 & 10), in an R7-2/C2-4* District, Borough of Brooklyn, Community District 5.
*Note: This site is proposed to be rezoned by changing an existing R5 District to R7-2/C2-4 District, under a concurrent related application for a Zoning Map change (C 220312 ZMK).
Plans for this proposal are on file with the City Planning Commission and may be seen on the Zoning Application Portal at https://zap.planning.nyc.gov/projects/2019K0038, or the Department of City Planning, 120 Broadway, 31st Floor, New York, NY,

Please use the above application number on all correspondence concerning this application

RECOMMENDATION: Conditional Favorable			
# In Favor: 29	**# Against:** 1	**# Abstaining:** 1	**Total members appointed to the board:** 31
Date of Vote: 8/8/2022 4:00 AM		**Vote Location**: Special Meeting - Cisco Webex Platform	

Please attach any further explanation of the recommendation on additional sheets as necessary

Date of Public Hearing: 7/19/2022 10:30 PM	
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The full Board voted in favor of the project with the following conditions:

Conditions Outlined for Innovative Urban Village:
• Modify senior housing to increase the amount of 1BR units with a formula that accommodates at minimum, 50% of the senior units to be 1BRs.
• Work with CB5 and local organizations for hiring process during construction as well as for post construction opportunities
• Work with local housing organizations and CB5 to provide workshops, seminars, and resources to prepare CB5 residents for the homeownership opportunities within the project.

Recommendation submitted by	BK CB5	Date: 8/18/2022 5:02 PM

COMMUNITY/BOROUGH BOARD RECOMMENDATION

Project Name: Innovative Urban Village (ENY CCC)			
Applicant:	Innovative Urban Living, LLC	**Applicant's Primary Contact**:	Melanie Meyers
Application #	220314ZSK	**Borough**:	Brooklyn
CEQR Number:	20DCP057K	**Validated Community Districts**:	K05

Docket Description:
IN THE MATTER OF an application submitted by Innovative Urban Living, LLC pursuant to Sections 197-c and 201 of the New York City Charter for the grant of a special permit pursuant to Section 74-512 of the Zoning Resolution to allow an unattended public parking garage with a maximum capacity of 500 spaces within a proposed 7-story garage building, and to permit some of such spaces to be located on the roof of such public parking garage, in connection with a proposed mixed-use development, on property located at 12020 Flatlands Avenue (Block 4430, Lot 1, and Block 4434, Lots 1 & 10), in an R7-2/C2-4* District, Borough of Brooklyn, Community District 5.

*Note: This site is proposed to be rezoned by changing an existing R5 District to R7-2/C2-4 District, under a concurrent related application for a Zoning Map change (C 220312 ZMK).
Plans for this proposal are on file with the City Planning Commission and may be seen on the Zoning Application Portal at https://zap.planning.nyc.gov/projects/2019K0038, or the Department of City Planning, 120 Broadway, 31st Floor, New York, NY, 10271-0001.

Please use the above application number on all correspondence concerning this application

RECOMMENDATION: Conditional Favorable			
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Recommendation submitted by	BK CB5	Date: 8/18/2022 5:02 PM

COMMUNITY/BOROUGH BOARD RECOMMENDATION

Project Name: Innovative Urban Village (ENY CCC)			
Applicant:	Innovative Urban Living, LLC	**Applicant's Primary Contact**:	Melanie Meyers
Application #	N220313ZRK	**Borough**:	Brooklyn
CEQR Number:	20DCP057K	**Validated Community Districts**:	K05

Docket Description:

Please use the above application number on all correspondence concerning this application

RECOMMENDATION: Conditional Favorable			
# In Favor: 29	**# Against:** 1	**# Abstaining:** 1	**Total members appointed to the board:** 31
Date of Vote: 8/8/2022 4:00 AM		**Vote Location**: Special Meeting - Cisco Webex Platform	

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• Work with local housing organizations and CB5 to provide workshops, seminars, and resources to prepare CB5 residents for the homeownership opportunities within the project.

Recommendation submitted by	BK CB5	Date: 8/18/2022 5:02 PM

Brooklyn Borough President Antonio Reynoso
Brooklyn Borough Hall
209 Joralemon Street, Brooklyn, NY 11201

City Planning Commission
120 Broadway, 31st Floor, New York, NY 10271
calendaroffice@planning.nyc.gov

Uniform Land Use Review Procedure (ULURP) Application
INNOVATIVE URBAN VILLAGE [ENY CCC] – 220165 LDK, 220312 ZMK, 220313 ZRK, 220311 ZSK, 220314 ZSK

An application by Innovative Urban Living, LLC pursuant to sections 197-c and 201 of the New York City Charter affecting a project area bounded by Flatlands, Louisiana, Pennsylvania, and Vandalia avenues in Brooklyn Community District 5 (CD 5). The applicant seeks a range of actions, including:

a) A zoning map amendment to change the underlying R5 district to R7-2/C2-4
b) A zoning text amendment to establish a coterminous Mandatory Inclusionary Housing (MIH) area and designate Option 1
c) A zoning text amendment to extend the Transit Zone boundary over the project area
d) A special permit to locate buildings within a large-scale general development (LSGD) without regard to building yard, distance, height, and setback regulations and
e) A special permit to enable a multi-story parking garage with 500 spaces

These actions would facilitate Innovative Urban Village, a 1,737,234-sf mixed-use development of 11 buildings on a 10.5-acre parcel owned by the Christian Cultural Center. The project would deliver 2,050 very low, low, and moderate-income apartments, with 25 percent pursuant to MIH Option 1. The residential component would be augmented by 107,000 sf of commercial uses, 98,000 sf of community facilities, and four acres of open space. The development would provide 386 residential parking spaces and a separate 500-car public garage.

BROOKLYN COMMUNITY DISTRICT 5

RECOMMENDATION

☐ APPROVE
☒ APPROVE WITH MODIFICATIONS/CONDITIONS
☐ DISAPPROVE
☐ DISAPPROVE WITH MODIFICATIONS/CONDITIONS

BROOKLYN BOROUGH PRESIDENT

August 17, 2022
DATE

RECOMMENDATION FOR: INNOVATIVE URBAN VILLAGE [ENY CCC] – 220165 LDK, 220312 ZMK, 220313 ZRK, 220311 ZSK, 220314 ZSK

An application by Innovative Urban Living, LLC pursuant to sections 197-c and 201 of the New York City Charter affecting a project area bounded by Flatlands, Louisiana, Pennsylvania, and Vandalia avenues in Brooklyn Community District 5 (CD 5). The applicant seeks a range of actions, including:

a) A zoning map amendment to change the underlying R5 district to R7-2/2-4
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Brooklyn Borough President Antonio Reynoso held a remote public hearing on this Uniform Land Use Review Procedure (ULURP) application on July 21, 2022. Twenty speakers testified in support citing CCC's longtime standing and positive impact in the community.

Community Board Position

Community Board 5 approved this application on August 8, 2022.

Approval Rationale

Borough President Reynoso advocates for the redevelopment of vacant land for 100% income-restricted housing, including permanently affordable units pursuant to MIH. The requested ULURP actions would facilitate a dense complex of ten new buildings, using three HPD affordable housing programs for seniors, homeowners, and low-income families/ individuals. This transformative project, guided by a holistic vision and comprehensive approach responds directly to the growing affordability crisis in age-based and multi-family housing. By supplying over 1,800 rental units at 30 to 80% of Area Median Income (AMI), Innovative Urban Village will establish a tremendous resource for persons at risk of displacement. Finally, the development will promote affordable homeownership, a proven neighborhood stabilization strategy in New York City.

The Borough President supports rezoning the project area from R5 to R7-2/C2-4 and mapping a coterminous MIH area. He believes that the height and density permitted by the R7-2 district are contextually appropriate, as the site sits at the intersection of multiple wide streets. The proposed C2-4 commercial overlay is necessary to facilitate the full complement of commercial services for new and neighboring residents.

Borough President Reynoso further supports the special permit to locate buildings within a large-scale general development (LSGD) without regard to yard, distance between buildings, and height and setback regulations. The resulting site plan and building scales will permit an improved development with enhanced visual interest and pedestrian connectivity through open spaces. The Borough President recommends that the Restrictive Declaration, which is required per the special permit, outline the phasing plan for the 11 buildings and the Publicly Accessible Area, so that the public understands the intended sequence of construction across the site.

The Borough President recognizes that an increment of 2,000 units will substantially increase the area's current population. The proposal will bring thousands of new residents and visitors to a block bounded by three local truck routes. It is therefore vital to provide protected crossings at all access points to the project site. Beyond the block's perimeter, the Borough President is concerned about vehicular circulation on the development's internal streets. Given the unprecedented scale of Innovative Urban Village, the CPC and City Council should review the private street network to ensure a pedestrian-friendly environment that promotes active design and does not adversely affect traffic patterns along surrounding streets.

As a dense residential development and commercial/cultural destination, it is critical that Innovative Urban Village provide convenient access to nearby transit options. The Borough President applauds the applicant's proposal to provide a shuttle to the nearby L and 3 subway stations. The shuttle would effectively encourage public transportation use (rather than private vehicle ownership) so long as such services are equally accessible to all residents.

Finally, traffic mitigation measures should guarantee safe pedestrian routes to area bus stops. In addition to the Department of Transportation (DOT) commitment to install a traffic signal at the intersection of Flatlands and Georgia avenues, the Borough President requests that the development team conduct traffic monitoring 18 months after the build-out to ensure that the traffic plan is conducive to an optimal pedestrian experience. After this assessment, the team should continue to coordinate with DOT regarding any potential adjustments to traffic patterns and pedestrian pathways.

Recommendation

Be it resolved that the Brooklyn Borough President, pursuant to sections 197-c and 201 of the New York City Charter, recommends that the City Planning Commission and City Council approve this application with the following conditions:

1. That the project's residential component is 100% affordable and income-restricted

2. That the proposed shuttle service is provided equitably to all residents

3. That the applicant, Innovative Urban Living, LLC:

    a. Provide a construction timeline, including the phasing plan for developing the Publicly Accessible Area in the Restrictive Declaration

    b. Conduct a traffic study 18 months after buildout to identify any necessary changes to traffic patterns or pedestrian pathways on the CCC campus and the adjacent public roadways.