Project Description (LR Item 3)
Project ID: 2019K0457

1045 Atlantic Avenue

March 2021

1. Introduction

Atlantic Brooklyn LLC ("the Applicant") seeks discretionary actions to facilitate the development of a 17-story mixed-use building (the "Proposed Development") comprising approximately 397,232 zoning square feet (8.5 FAR) at 1045 Atlantic Avenue (Block 2020, Lots 68, 70, 73, 74, and 77; the "Development Site") in the Bedford-Stuyvesant neighborhood of Brooklyn Community District (CD) 3.

The proposed discretionary actions include:

- a zoning map amendment to rezone an approximately 44,114 square foot (sf) portion of Brooklyn Block 2020 (Lots 68, 70, 73, and 74, as well as portions of Lots 35-40, 42-44, 46, 77, and 7503; the "Project Area") from an M1-1 district to a C6-3A district;
- a zoning text amendment to Appendix F of the Zoning Resolution ("ZR") to make the Project Area applicable as a Mandatory Inclusionary Housing (MIH) Area under Options 2 and 4, which would facilitate 126 affordable dwelling units; and
- a zoning text amendment to ZR Section 35-66 (Special Height and Setback Provisions for Certain Areas) to facilitate a sidewalk widening along the frontage of the Proposed Development (together, "the Proposed Actions").

It should be noted the Development Site is currently under Applicant ownership, while the remaining parcels that constitute the Project Area (Block 2020, portions of Lots 35-40, 42-44, 46 and 7503) are not anticipated to be materially affected by the Proposed Actions.

2. Background

The Project Area has been zoned M1-1 since the 1961 Zoning Resolution. Since that time period, no zoning map amendments have affected the Project Area itself but have occurred in the surrounding area. The area to the north of the Project Area was amended in 2007 as part of the Bedford-Stuyvesant South Rezoning (C 070447 ZMK). At the request of Community Board 3, local civic groups, and elected officials, 206 blocks were contextually rezoned to preserve neighborhood scale and character, maintain opportunities for mid-rise apartment building construction along appropriate corridors, and allow for residential growth with incentives for

affordable housing along the Fulton Street transit and retail corridor. This resulted in the R6B district immediately to the north of the Project Area, as well as a R7D/C2-4 district further north along Fulton Street. Additionally, along Fulton Street at Bedford Avenue, one block north and one block east of the Project Area, a C4-5D district was mapped.

Subsequently, the area to the south of Atlantic Avenue was amended in 2013 as part of the Crown Heights West Rezoning (C 130213 ZMK). The rezoning attempted to maintain neighborhood scale and character by replacing non-contextual zoning with contextual zoning districts with height limits; allow for modest residential growth with incentives and opportunities for affordable housing development along parts of Franklin Avenue and Bedford Avenue; and tailor commercial overlays in the area to better reflect commercial activity.

Most recently, two rezonings, 1010 Pacific Street and 1050 Pacific Street, were approved around the intersection of Classon Avenue and Pacific Street in 2019. 1010 Pacific Street amended an area from M1-1 to R7A/C2-4 to facilitate an 11-story mixed use development with 154 dwelling units, as well as commercial and community facility space (C 180042 ZMK). 1050 Pacific Street amended the area from M1-1 to an M1-4/R7A (MX-20) district to facilitate an 8-story mixed use building 103 dwelling units and 15,790 square feet of commercial space (C 160175 ZMK).

Currently, the Project Area (and surrounding area to the south) is under consideration by the Department of City Planning (DCP), in coordination with the Community for an areawide neighborhood plan called M-Crown, consisting of blocks within the M1-1 zoned area generally bounded by Vanderbilt Avenue to the west, Nostrand Avenue to the east, Bergen Street to the south and Atlantic Avenue to the north. The goals of M-Crown are to increase available density for job-generating uses mixed with residential and support the creation of affordable housing. Since DCP released a draft framework in 2018, a few private rezoning applications within the study area have moved forward in an effort to meet the goals of the framework, such as the Grand Avenue and Pacific Rezoning (C 190256 ZMK) which was adopted in August of 2020.

In addition to the above, several actions were approved by the Board of Standards and Appeals (BSA) in the surrounding 600-foot radius. A variance was granted by the BSA for 1024 Dean Street in November of 2002 (79-02-BZ) to permit the conversion of a four-story industrial building into a residential building with ground-floor studio space for artists, contrary to the use regulations of the underlying M1-1 zoning district. Subsequently, a variance was granted for 538 Franklin Avenue (98-08-BZ) in January of 2011, which facilitated a four-story residential use, contrary to the use regulations of an underlying M1-1 district. Another variance was granted for 964 Dean Street (311-12-BZ) in January of 2014 to permit the residential conversion of a pre-existing industrial use, contrary to the use regulations of an underlying M1-1 district. Most recently in February of 2020, a zoning special permit was approved by the BSA for a physical culture

establishment at 1134 Fulton Street, contrary to the use regulations of an underlying R7D/C2-4 district (2019-77-BZ).

There are no other relevant proposals or approved land use actions within the last ten years within 1,000 feet of the proposed Project Area.

3. Description of the Surrounding Area

The Project Area is located along the north side of Atlantic Avenue between Classon and Franklin Avenues in Community District 3 and is located in an area where the Bedford-Stuyvesant and Crown Heights neighborhoods meet, with Atlantic Avenue itself serving as the boundary between the neighborhoods and Community District 8 located immediately to the south.

This segment of Atlantic Avenue is classified as a 'wide' street with 120 feet in width, while Classon and Franklin Avenues are both 'narrow' (70 feet) streets traveling one-way north and south, respectively. Despite the 'narrow' width of the latter two avenues, all three roadways represent notable thoroughfares for this area of Brooklyn. Atlantic Avenue serves as a major east-west arterial that connects Downtown Brooklyn with Queens and is a designated truck route by the New York City Department of Transportation (DOT). Classon and Franklin Avenues are north-south roadways that connect the immediate area with neighborhoods to the north and south. Two blocks to the north is Fulton Street (80 feet wide), another notable east-west mixed-use corridor that connects Downtown Brooklyn with points east, with subway access that travels below the roadway. Immediately to the north of the Project Area is Lefferts Place, a 'narrow' residential side street (70 feet), while to the south of Atlantic Avenue is Pacific Street (70 feet wide), another mixed-use roadway with a growing concentration of commercial retail and office uses.

The area surrounding the Project Area is characterized by a wide variety of industrial, commercial, residential, transportation/utility, and community facility land uses and various building types. The buildings found along Atlantic Avenue in the surrounding area are predominantly non-residential in use, with industrial, commercial and some mixed-use buildings present, rising between 1- and 2-stories. By comparison, the buildings found to the north along Lefferts Place and Brevoort Place, north of the Project Area, are predominantly residential with 1- and 2-family homes and apartment buildings, with building heights ranging between 2- to 4-stories. Further north along Fulton Street the area transitions back to commercial, community facility and mixed-use buildings, with the built form increased in density between 3- and 9-stories and a high concentration of ground-floor commercial uses, such as eating and drinking establishments, urgent care clinics, beauty salons, convenience stores, pharmacies and hardware stores.

The surrounding area contains numerous community facility uses, including houses of worship, schools and a shelter. Notable examples include the Bethel Church of the Nazarene, which is located west of the Project Area along the east side of Classon Avenue between Lefferts Place and Atlantic Avenue, and Brooklyn Prospect – Clinton Hill Middle School, which is located north of the Project Area along south side of Fulton Street between Classon and Franklin avenues. In addition, the 23rd Regiment Armory/Bedford-Atlantic Shelter is located a block to the southeast at 1164 Atlantic Avenue. Public open spaces in the surrounding area includes Crispus Attucks Playground, located at the intersection of Fulton Street and Classon Avenue. There is also a small community garden located at 162 Lefferts Place (Block 2020, Lot 19).

The Project Area is located in an M1-1 district that extends along Atlantic Avenue and to the south. The area immediately to the north (above Atlantic Avenue) is zoned R6B. Further north, the area along Fulton Street is zoned R7D/C2-4 and R7A and is within a Voluntary Inclusionary Housing (VIH) area. To the west (beyond Classon Avenue) Atlantic Avenue is zoned R7A/C2-4 in a VIH area. In addition, a Special Mixed-Use District (MX-20) is located to the south (across Atlantic Avenue) near Pacific Street and is in a MIH Area. The surrounding area is located in a Transit Zone.

The underlying M1-1 district allows a maximum FAR of 1.0 for light manufacturing and industrial uses (Use Groups 4-14, 16-17) and allows an FAR of 2.4 for limited community facility uses. The maximum building height is based on the sky-exposure plane, which begins 30 feet above the street line. Parking requirements vary by use.

The R6B district to the north is a contextual residential zoning district. The R6B zoning district allows for a maximum FAR of 2.0 and requires application of the Quality Housing regulations. The maximum height is 50 feet or 55 feet with a qualifying ground floor (QFG). Off street parking is required for half of all dwelling units and affordable units are waived in the Transit Zone.

The R7D district allows residential or community facility use at a maximum FAR of 4.2 or 5.6 in VIH areas. The C2-4 commercial overlay permits ground floor commercial use (Use Groups 5-9) at a maximum FAR of 2.0. The R7D district permits a maximum street wall height of 85 feet or 95 feet in VIH areas. The maximum height is 100 feet (105 feet with a QGF) or 110 feet in VIH areas (115 feet with a QGF). Where commercial overlays are present in R7D districts, mandatory ground-floor non-residential uses are required, and street walls must be located on the street line and extend along the entire street frontage of the zoning lot along wide streets. Parking is generally required for 50% of dwelling units and is waived for affordable dwelling units in the Transit Zone.

The R7A district allows residential or community facility use at a maximum FAR of 4.0 or 4.6 in VIH areas. The C2-4 commercial overlay permits ground floor commercial use (Use Groups 5-9) at a maximum FAR of 2.0. The R7A district permits a maximum street wall height of 65 feet or

75 feet with a QGF and is increased to 90 feet in VIH areas or 95 feet with a QGF. The maximum height is 80 feet (85 feet with a QGF) or 90 feet in VIH areas (95 feet with a QGF). Where commercial overlays are present in R7A districts, mandatory ground-floor non-residential uses are required, and street walls must be located on the street line and extend along the entire street frontage of the zoning lot along wide streets. Parking is generally required for 50% of dwelling units and is waived for affordable dwelling units in the Transit Zone.

The Special Mixed-Use District (MX-20) to the south consists of a M1-4/R7A (MIH) district. MX-20 permits a wide range of uses (Use Groups 1-14, 16-17) with the bulk equivalent of the R7A district under the MIH program. This includes the mandatory provision of affordable units in exchange for increased maximum FAR for residential uses (4.6 FAR) and a maximum street wall of 75 feet (with a QGF) and maximum height of 95 feet (with a QGF). 2.0 FAR is permitted for commercial and light industrial/manufacturing uses. Without the inclusion of residential uses the bulk provisions of the M1-4 district apply, which is based on the sky-exposure plane that begins 60 feet above the street line. Parking requirements vary by use.

The surrounding area is served by several public transit options. The Franklin Avenue subway station of New York City Transit (NYCT) is located directly northeast of the Project Area, which provides access to both Manhattan- and Ozone Park/Rockaway Beach-bound service along the C local subway line, as well as north- and southbound service along the Franklin Avenue "S" Shuttle line. The Franklin Avenue-Medgar Evers subway station is located approximate 0.6 miles south of the Project Area, which provides Manhattan- and Flatbush/East New York-bound service along the 2/3/4/5 subway lines. In addition, several local bus services are provided within close proximity, including the B25 (connecting Brownsville/East New York and Dumbo) and the B26 (connecting Bushwick and Downtown Brooklyn) which both run along Fulton Street two blocks north of the Project Area; the B48 (connecting Greenpoint and Crown Heights) which runs along Franklin and Classon avenues which are directly east and west of the Project Area, respectively; and the B49 (connecting Bedford-Stuyvesant and Manhattan Beach) which travels along Franklin Avenue directly east of the Project Area, with a stop located between Fulton Street and Lefferts Place. There is also a CitiBike station on Lefferts Place at Franklin Avenue. Based on access to mass transit service, the Project Area is located in the Transit Zone, as noted above.

4. Description of the Proposed Project Area

The Project Area includes a series of mid-block parcels on Brooklyn Block 2020, which is located between Classon and Franklin Avenues with frontage along Atlantic Avenue. The Project Area includes Block 2020, Lots 68, 70, 73, 74, and portions of lot 77 which fronts Atlantic Avenue, as well as portions of Lots 35-40, 42-44, 46, and 7503, which primarily front Lefferts Place. The southern half of the subject block is zoned M1-1, while the northern half (above the center lot line) is zoned R6B. However, due to the irregular shape of the tax lots present on the subject block,

several lots are split between the M1-1 and R6B districts. The Project Area consists of the M1-1 area of these parcels. Lots 68, 70, 73, 74 and 77 are under Applicant ownership and comprise the Development Site, which is discussed in greater detail below. The lots that front Atlantic Avenue have a sidewalk width of approximately 17'-3".

Lots 35-40, 42-44, 46 and 7503 primarily consist of 1- and 2-family residential rowhomes, as well as some smaller walk-up apartment buildings. Areas of these parcels are zoned M1-1 beyond the center-lot line or approximately 6 feet. The remaining area of these parcels are zoned R6B.

Lot 7504 (196 Lefferts Place) is a 2,400 square-foot lot with 20 feet of frontage and 120 feet in depth. The parcel is improved with a 4,584 square-foot 4-story apartment building (1.91 FAR), which was constructed in 2012. This lot was formerly Lot 35.

Lot 36 (198 Lefferts Place) is a 2,000 square-foot lot with approximately 16 feet of frontage and 120 feet in depth. The parcel is improved with a 3,144 square-foot 3-story apartment building (1.57 FAR), which was constructed in around 1900.

Lot 37 (200 Lefferts Place) is a 2,000 square-foot lot with approximately 16 feet of frontage and 120 feet in depth. The parcel is improved with a 1,950 square-foot 3-story apartment building (0.97 FAR), which was constructed in around 1900.

Lot 38 (202 Lefferts Place) is a 2,000 square-foot lot with approximately 16 feet of frontage and 120 feet in depth. The parcel is improved with a 3,066 square-foot 3-story home (1.53 FAR), which was constructed in around 1900.

Lot 39 (204 Lefferts Place) is an 1,800 square-foot lot with approximately 15 feet of frontage and 120 feet in depth. The parcel is improved with a 2,280 square-foot 3-story home (1.26 FAR), which was constructed in around 1900.
Lot 40 (206 Lefferts Place) is an 1,800 square-foot lot with approximately 15 feet of frontage and 120 feet in depth. The parcel is improved with a 2,756 square-foot 3-story home (1.53 FAR), which was constructed in around 1900.

Lot 7503 (208 Lefferts Place) is a 2,400 square-foot lot with 20 feet of frontage and 120 feet in depth. The parcel is improved with a 2,946 square-foot 3-story apartment building (1.22 FAR), which was constructed in around 1930.

Lot 42 (210 Lefferts Place) is a 2,400 square-foot lot with 20 feet of frontage and 120 feet in depth. The parcel is improved with a 2,280 square-foot 3-story apartment building (0.95 FAR), which was constructed in around 1930.

Lot 43 (211 Lefferts Place) is a 2,000 square-foot lot with approximately 17 feet of frontage and 120 feet in depth. The parcel is improved with a 2,532 square-foot 3-story apartment building (1.26 FAR), which was constructed in around 1900.

Lot 44 (214 Lefferts Place) is a 3,930 square-foot lot with approximately 133 feet of frontage and 120 feet in depth. The parcel is improved with a 2,584 square-foot 3-story apartment building (0.65 FAR), which was constructed in around 1910.

Lot 46 (no mapped address) is an irregular-shaped through lot with approximately 70 feet in width and a length of approximately 238 feet for approximately 15,639 square feet of lot area. The parcel is controlled by NYCT and serves as area for the elevated rail right-of-way associated with the S Train.

5. Description of the Proposed Development Site

The Proposed Development Site consists of Block 2020, Lots 68, 70, 73, 74 and 77 in the borough of Brooklyn. Combined, the Proposed Development Site is an irregular-shaped property that has approximately 370 feet of frontage along the north side of Atlantic Avenue (120' wide) and a combined lot area of 46,752 square feet. As noted above, the sidewalk frontage along Atlantic Avenue is approximately 17'-3". The Site currently has four curb cuts, which are outlined in greater detail below.

Lot 68 (1065 Atlantic Avenue) is currently occupied by a two-story automotive use (an auto-body mechanic shop) containing 10,526 square feet of space on a 5,720 square-foot lot (1.84 FAR). The building was constructed in approximately 1930.

Lot 70 (1061 Atlantic Avenue) is currently occupied by a two-story warehouse building containing 12,240 square feet on a 6,833 square-foot lot. The building was constructed in approximately 1930 and has been vacant since approximately 2017.

Lot 73 (1059 Atlantic Avenue) is vacant and is utilized as an open area for the eating and drinking establishment located on Lot 74 (discussed below) with approximately 1,679 square feet of lot area.

Lot 74 (1053-1057 Atlantic Avenue) is improved with a single-story building with two uses present in a single-story building. The western portion of the building contains a commissary kitchen, and the eastern portion contains an eating and drinking establishment (Diamond Reef). In total, the building contains approximately 5,120 square feet of lot area and 3,209 square feet of development (0.62 FAR). The building was constructed in 1930.

Lot 77 (1041 Atlantic Avenue) is improved with two single-story buildings with 6,807 square feet of commercial office space and 5,500 square feet of industrial uses (plumbing and heating supply store) on a 27,400 square-foot lot (0.45 FAR). The buildings were constructed in 1950. While the entirety of Lot 77 is in the Development Site, an approximate 15-foot portion of the rear of the property extends beyond the center lot line and the underlying M1-1 zoning district. This area is not included in the Project Area and is in the R6B zoning district. Two curb cuts are located in front of Lot 77 and are 144 feet apart. The first is 16 feet in width and located approximately 4 feet from the western lot line. The second curb cut is located near the eastern lot line and is approximately 13 feet wide.

6. Description of the Proposed Development

The Proposed Actions are intended to facilitate the full and productive use of the Development Site with a new 17-story mixed use development to contain residential and commercial uses in approximately 397,232 zoning square feet (zsf) or 8.5 FAR. The proposed commercial uses would be located in the first and second floors, with residential units on the remaining floors.

The building would rise to a maximum height of 175 feet and setback by 10 feet at the 13th floor for a base height of 125 feet. The Proposed Development would include approximately 327,946 zsf (426 dwelling units) of residential space, approximately 33,265 zsf of local retail space on the ground floor, and approximately 36,022 zsf of commercial office space located on the second floor. Additionally, the Proposed Development would also include 152 below-grade, accessory off-street parking spaces in 46,302 gross square feet (gsf), as well as approximately 5,561 gsf of mechanical space.

Access to the residential and commercial uses would all be located along the building's Atlantic Avenue frontage. The Proposed Project's approximately 152 below-grade accessory off-street parking garage would be accessed from two relocated curb cuts located along the eastern frontage of the development, 12 and 20 feet wide, which would be located 248 feet from the nearest intersection at Franklin Avenue. It should be noted 119 spaces are required and the provision of 152 parking spaces would exceed that requirement, with additional spaces for provided for commercial uses that waive out of parking requirements in the C6-3A district.

The Proposed Development would include a 12-story base with a street-wall height of approximately 125 feet, recessed approximately 2 feet from the street line. Above the base, the building would set back 10 feet before reaching the building's maximum height of 17-stories or 175 feet. A sidewalk widening would also be included of approximately 2'-9" which would enlarge the existing 17'-3" wide sidewalk to 20 feet in width.

The rear portion of the building would be set back from the adjacent R6B district in 2-story and 3-story portions, to account for transition regulations between the proposed C6-3A and R6B district and to provide adequate light and air to adjacent rowhouses along Lefferts Place. Per ZR 23-693, a max height of 65 feet is permitted within 25 feet of R6B districts and this area does not exceed 35 feet in height. In addition, required rear yard areas are provided with a 20-foot rear yard for the commercial use at the second floor, and a 30-foot rear yard at the third floor. Moreover, a 20-foot-deep area, 180 feet in width, in the R6B portion of the Site would consist of open space landscaped at grade, to further provide adequate transition areas between rowhouses to the north. The rooftop areas of the first, second and third floors would be landscaped, in addition to the the rooftop areas of the building's base at the 13th floor and the main rooftop at the 17th floor.

At this time, the Proposed Development would include 126 dwelling units applicable to the Mandatory Inclusionary Housing (MIH) program or approximately 30% of the proposed residential floor area under Option 2 of the program.

7. Actions Necessary to Facilitate the Project

The Applicant seeks a series of actions to facilitate the Proposed Development. These include a zoning map amendment and a zoning text amendment to amend two sections of the Zoning Resolution ("ZR").

Zoning Map Amendment

The proposed zoning map amendment would amend portions of an M1-1 district to C6-3A. This would consist of the southern half of the subject block (Block 2020) from the center lot line, with the western boundary beginning 210 feet from Classon Avenue and the eastern boundary beginning 180 feet from Franklin Avenue.

This would include the Proposed Development Site (Lots 68, 70, 73, 74 and 77) as well as small portions of adjacent properties to the north, where rear lot areas extend into the subject M1-1 district by approximately 6 feet. These portions were included for a more comprehensive proposal, to amend the entirety of the underlying M1-1 district to the center lot line of the subject block and reduce the degree of nonconformance on the subject block, where residential or mixed-use (commercial-residential) buildings are not permitted. These include portions of Lots 35-40, 42-44, 46 and 7503 (together, the "Project Area"). It should be noted the rear portion of Lot 77, which is part of the Development Site, would remain in the R6B district, as it extends north beyond the center lot line.

The proposed C6-3A district is appropriate for the Project Area and would facilitate the highest and best use of this segment of Atlantic Avenue. The Proposed C6-3A district is a contextual mixed-use district (with an R9A residential equivalent) that permits residential, commercial and community facility uses (Use Groups 1-12) and allows a maximum FAR of 6.0 for commercial uses and 8.5 FAR for residential uses (in an MIH designated area) and 7.50 for community facility uses. A base height of 60-125 feet is permitted with a maximum permitted height of 160 feet (165 feet with a QGF) in 16-stories along narrow streets and 170 feet (175 feet with a QGF) in 17-stories along wide streets, such as Atlantic Avenue. Off-street parking is required for 40% of dwelling units and affordable units are waived in the Transit Zone. For commercial uses, parking is generally not required. Ground-floor non-residential uses are also mandatory in C6-3A districts along the primary street frontage.

Atlantic Avenue is a 'wide' roadway with 120 feet in width and is located in close proximity to a number of mass transit options, with subway and bus access within two blocks. Despite the above, the Project Area is underutilized owing to the M1-1 district, which results in vacant buildings and lots, as well uses that do not promote an active pedestrian environment, with automotive and wholesale uses present that require additional curb cuts. The proposed C6-3A district is intended for regional mixed use and commercial areas outside of central business districts and would serve to increase the permitted range of uses for this area. The district would newly permit residential use with mandatory non-residential ground floors, to active this segment of Atlantic Avenue for pedestrian traffic with less curb cuts provided. This would be consistent with the mixed-use areas to the north in Bedford-Stuyvesant (Fulton Street) the south in Crown Heights (Dean-Pacific Streets) and the west in Fort Greene-Clinton Hill (Atlantic Avenue beyond Classon Avenue), thereby improving the continuity of Atlantic Avenue and between adjacent neighborhoods. The proposed C6-3A district would also permit a flexible contextual building envelope, serving to maintain access to light and air for adjacent rowhouses located on the northern side of the subject block. When combined with transitional bulk regulations between the C6-3A district, as well as the provision of an open area in the R6B portion of the Development, an appropriate buffer area would be maintained between the Development Site and the lower-rise residential community on blocks north.

Zoning Text Amendment

In addition to the zoning map amendment described above, a zoning text amendment would be included for two sections. The action would amend *Appendix F* of the ZR (Mandatory Inclusionary Housing Areas) to include the Project Area. This area would be mapped Under Options 2 and 4. Option 2 requires that at least 30 percent of residential floor is made affordable to incomes averaging 80 percent AMI and below. Option 4 (Workforce) requires 30 percent of residential floor area between 30 percent AMI and 115 percent AMI, with at least 5 percent at 70 percent AMI, 5 percent at 90 percent AMI and is unable to utilize public funding. Both options are being

proposed at this time and it is proposed to comply with the program through Option 2 with 126 dwelling units consisting of 30 percent of the total residential floor area. This action would serve to address the urgent demand for housing at a mix of incomes and would be consistent with *Housing New York: A Five-Borough, Ten-Year Plan* and *Housing New York 2.0*. *Housing New York* is the City's comprehensive housing development policy plan that seeks, as a primary goal, to build and preserve 300,000 units of high-quality affordable housing over the next decade.

The action would also amend ZR Section 35-66 (*Special Height and Setback Provisions for Certain Areas*) to facilitate sidewalk widening along the frontage of the Proposed Development. This would result in a new sub-section under ZR 35-662, which would permit C6-3A districts along Atlantic Avenue in Brooklyn CD3 to apply the street wall provisions of ZR 35-651. The intent of this text amendment is to facilitate a wider sidewalk along the Site's frontage, which is approximately 17'-3" wide under the existing conditions, and would be enlarged to 20 feet in width, allowing the building's street wall to be set back 2'-9" of the property line. This would serve to provide additional sidewalk width along Atlantic Avenue to improve pedestrian circulation adjacent a wide roadway. When combined with the reduction in curb cuts resulting from the Proposed Development, the Proposed Actions would overall improve the pedestrian environment of this segment of Atlantic Avenue.

8. Conclusion

The Proposed Actions would facilitate the highest and best use of an underutilized segment of Atlantic Avenue, which is currently zoned M1-1. Under the current zoning designation, the Project Area has languished with vacant warehouse structures and lots, as well as automotive and storage uses that do not generate pedestrian traffic and require multiple curb cuts for access, inhibiting the pedestrian environment and continuity of the Atlantic Avenue commercial corridor.

Given the location of the Project Area in close proximity to transit and along a wide roadway, the area is appropriate for a higher-density mixed-use district that promotes active uses, with required non-residential ground-floors and a reduction in the need for curb cuts. The proposed C6-3A district would also provide contextual bulk flexibility to provide continued access to light and air for adjacent rowhouses to the north, as well as open spaces for users of the Proposed Developments. Moreover, the proposed text amendment to enable sidewalk widening would enlarge the sidewalk by approximately three feet, serving to overall improve the pedestrian environment.

The Proposed Actions would include a text amendment to make the Project Area applicable to the Mandatory Inclusionary Housing program, and when combined with increased residential housing capacity, would generate new dwelling units for a range of incomes. This includes approximately

126 affordable units or 30 percent of the total residential floor area. As such, the Proposed Actions are appropriate for this location and the resulting development would improve the pedestrian conditions of the surrounding area, while providing new active commercial and residential uses at an appropriate density.