LR Item 3
Project Description

1. INTRODUCTION

The New York City Department of City Planning (DCP), together with the New York City Department of Housing Preservation and Development (HPD) and Department of Citywide Administrative Services (DCAS), is proposing a series of land use actions including zoning map amendments, acquisition, disposition of City-owned property and Urban Development Action Area (UDAA) designation and Urban Development Action Area Project (UDAAP) approval, and zoning text amendments (including establishing a new Special District and Mandatory Inclusionary Housing [MIH]) (collectively, the "Proposed Actions") to facilitate the implementation of a neighborhood land-use plan along Atlantic Avenue in Prospect Heights, northwestern Crown Heights, and southern Bedford Stuyvesant in partnership with elected officials, City agencies, community boards, and local stakeholders.

The Proposed Actions will affect an approximately 21-block area, primarily along Atlantic Avenue in Brooklyn Community Districts (CDs) 3 and 8, and generally bounded by Vanderbilt Avenue to the west, Nostrand Avenue to the east, Herkimer Street to the north, and Bergen Street to the south. In addition, the Proposed Actions would affect two separate, non-contiguous areas on a portion of two blocks bounded by:

- 6th Avenue to the west, Carlton Avenue to the east, Dean Street to the north, and St. Marks and Flatbush Avenues to the south.
- Halsey Street to the north, Macon Street to the south, Nostrand Avenue to the west and Marcy Avenue to the east.

The Proposed Actions would facilitate the following projected development over a 10-year time horizon:

- **4599 total housing units**
    - Between **1436-1646** permanently affordable housing units, depending on MIH Option chosen, including at least **381** permanently affordable housing units in 100% income-restricted housing developments on public sites
- **921,500 square feet of space** for commercial, office, and retail space, community facilities, local services, and industrial businesses

The Proposed Actions are intended to reinvigorate portions of the 120-foot-wide Atlantic Avenue thoroughfare and surrounding blocks, help mitigate the housing crisis by allowing the development of new housing, including affordable housing, and facilitating economic opportunity and the growth of local services and jobs, in an area that has excellent public transit access and is near the major employment hubs of Downtown Brooklyn and Lower Manhattan. These actions will also be reinforced by investments into local community

resources and the public realm to improve sustainability, safety, mobility, and neighborhood connectivity. The Proposed Actions seek to accomplish the following land use objectives:

- Implement community-identified priorities for housing, services, and job growth, and reinforce proposed investments into community amenities and the streetscape.
- Allow for new housing where appropriate and require permanently affordable housing in new residential developments.
- Reinforce the area as a local job hub that serves surrounding neighborhoods and new residents and promotes a walk-to-work environment.
- Ensure the area evolves into a mixed-use neighborhood that supports new housing and space for local retail, community facilities and services, and commercial and light industrial uses.
- Encourage the investment in, and expansion of, non-residential uses to help the growth of more job-dense uses in appropriate locations.
- Strengthen the quality of the Atlantic Avenue streetscape, improve safety along the corridor and at surrounding key intersections for all road users, enhance the pedestrian experience along the sidewalk, and find opportunities to improve existing and create new open spaces.
- Support active ground floor uses along key corridors, including Atlantic Avenue, Grand Avenue, Classon Avenue, and Bedford Avenue.
- Create special zoning rules to improve urban design and accommodate unique development conditions.

Related to the objectives above, the proposed actions also seek to facilitate the following redevelopments of public- and nonprofit-owned lots:

- Dean Park Edge (HPD): One 11-story new construction mixed-use building containing approximately 151 affordable senior rental units, one additional unit for a superintendent, approximately 1,876 square feet of community facility space on the ground floor, and outdoor public open space. The proposed development will be developed on five underutilized City-owned lots within the Prospect Heights neighborhood of Brooklyn's Community District 8, located at 542 Dean Street (Block 1136, Lots 29, 32, 33, 34, 35) ("Development Site 1")
- Bergen Green (HPD): One 11-story new construction mixed-use building containing approximately 111 affordable rental units, one additional unit for a superintendent, approximately 3,507 square feet of community facility space on the ground floor, and replacement parking spaces for HPD operations on one underutilized City-owned site within the Prospect Heights neighborhood of

Brooklyn's Community District 8, located at 516 Bergen Street (Block 1143, Lot 25) ("Development Site 2").

- 457 Nostrand Avenue (Department of Education): One 13-story new construction mixed-use building containing approximately 200 rental units, one additional unit for a superintendent, and approximately 18,034 square feet of community facility space on the ground floor of one underutilized City-owned site within the Bedford-Stuyvesant neighborhood of Brooklyn's Community District 3, located at 457 Nostrand Avenue (Block 1844, Lot 1) ("Development Site 3").
- 1134 Pacific Street (Acacia Network): One 11-story new construction mixed-use building containing approximately 119 affordable rental units and one additional unit for a superintendent on three underutilized formerly City-owned sites within the Prospect Heights neighborhood of Brooklyn's Community District 8, located at 1134-1142 Pacific Street (Block 1205, Lots 11, 14, 111) ("Development Site 4").
- 1110 Atlantic Avenue (City of New York-MTA Master Lease Site): One new construction mixed-use building ranging in height from 10 to 19 stories and containing approximately 167 rental units and ground floor commercial or light industrial space on an underutilized City-owned site within the Prospect Heights neighborhood of Brooklyn's District 8, located at 1110 Atlantic Avenue (Block 1126, Lot 32) ("Development Site 5").

While not part of the land use application, in response to the comments received on the Draft Scope of Work, two additional public sites have been included in the Draft Environmental Impact Statement (DEIS) to account for development that could be facilitated by future discretionary actions not associated with the Proposed Actions. These two separate, non-contiguous sites in CD 2 and 8 are on a portion of two blocks bounded by:

- Fulton Street to the north, Atlantic Avenue to the south, Carlton Avenue to the west and Clermont Avenue to the east. (Block 2008, Lot 1)
- Prospect Place to the north, Park Place to the south, New York Avenue to the west and Brooklyn Avenue to the east. (Block 1235, Lot 37)

2. BACKGROUND TO THE PROPOSED ACTIONS

Study Area History

Atlantic Avenue serves as one of the City's major thoroughfares, spanning across several neighborhoods from Brooklyn's East River waterfront to Jamaica, Queens. During the 19th century, a freight and passenger rail line ran at-grade along Atlantic Avenue bringing raw materials into the city from Long Island, leading to many industrial, distribution-based

businesses flourishing along the corridor and surrounding blocks, intermingling with the existing rowhouses and apartment buildings. In the early 1900s, as Brooklyn densified and Long Island suburbanized, the rail line was buried below Atlantic Avenue and began operating as passenger-only service for the Long Island Rail Road (LIRR). Concurrently with the rapid growth of the automobile and suburbanization of Long Island, portions of Atlantic Avenue in Central Brooklyn evolved into an auto-centric corridor with gas stations, vehicle repair shops, warehouses, and distribution centers. In 1961, the area was mapped with an M1-1 zoning district, codifying the area as a low-rise, auto-oriented corridor. Due to the M1-1's low allowable densities and heights, high off-street parking and loading requirements, and use limitations, this zoning contributed to disinvestment in the area by encouraging the devaluation and demolition of non-conforming homes and apartment buildings, banning development of any new housing, and significantly constraining the growth of commercial and industrial businesses. Today, the area consists of many vacant and underutilized lots, single-story warehouses, self-storage, and auto-related uses.

In contrast, the areas immediately surrounding the M1-1 zoning district are mainly built up and thriving with residential, community facility, and active retail uses. Housing demand has soared in Crown Heights, Prospect Heights, Clinton Hill, Bedford Stuyvesant, and other neighborhoods surrounding Atlantic Avenue, which benefit from the strong access to public transit and major employment hubs, such as Downtown Brooklyn and Lower Manhattan. To prevent new, potentially out-of-context development, large swaths of these neighborhoods have been mapped with contextual zoning districts and designated historic districts, limiting new housing capacity and placing increasing pressure on industrial-zoned parts of Atlantic Avenue to accommodate growth.

Previous Planning Efforts and Past Actions

Following the 2013 area-wide rezoning of Crown Heights West, Brooklyn CB 8 formed a land use sub-committee called M-CROWN with the aim of establishing a shared vision for housing and job growth along a section of Atlantic Avenue. In 2015, CB 8 adopted their first Resolution requesting the City rezone the M-CROWN geography to support new mixed-income housing and living-wage jobs, envisioning expanded industrial uses and restrictions on retail, nightlife, and eating and drinking establishments.

In 2016, DCP began engaging with CB 8 on a land use study, encompassing the M1-1 zoning district that extends from Vanderbilt Avenue on the west to Nostrand Avenue on the east. Because conditions were similar across both sides of the corridor, DCP added the M1-1 area on the north side of Atlantic Avenue in 2017 and initiated discussions with CB 3. In 2018, DCP released a land use framework as part of its study with the goal of reaching consensus on a shared vision for growth and to help guide private rezoning applications. As part of the framework, the following three sub-areas were identified:

- Atlantic Avenue Mixed-Use Sub-Area: Support growth of a major corridor with a high-density mix of commercial and residential uses.

- Western Mid-Block Mixed-Use Sub-Area: Encourage moderate density, mixed-use development with greater density along the north/south avenues.
- Eastern Mid-Block Commercial and Industrial Sub-Areas: Maintain and support clusters of industrial and commercial uses, but not allow new residential uses.

Following additional outreach, in 2019 CB 8 adopted a second Resolution, building on the 2018 DCP framework with recommendations to incentivize a mix of light-industrial and community facility uses, and formally presented the framework to CB 3 in 2019. In 2020 and 2021, DCP continued to engage with CB 8 and CB 3, holding discussions on a variety of urban design issues along with developing research on demographic and population trends.

In April 2022, in response to a letter requesting a City-sponsored neighborhood plan from elected officials, CBs 3 and 8, and local organizations, the City began efforts to officially undertake a neighborhood plan. During the summer and fall of 2022, DCP worked with key stakeholders to formulate an outreach plan to better understand priorities for land use, affordable housing, and capital investments among residents and businesses, many of whom had not been previously engaged with past M-CROWN planning efforts. To facilitate the expanded engagement initiative, a consultant was selected and on-boarded through a request for proposals (RFP) process and several city agencies formally joined the planning efforts, including HPD, the Department of Transportation (DOT), the Department of Parks and Recreation (DPR), the Department of Small Business Services (SBS), and the Economic Development Corporation (EDC). To distinguish this expanded engagement process from past M-CROWN work and the City's multi-Agency commitment, the new outreach and planning process was renamed the Atlantic Avenue Mixed-Use Plan (AAMUP).

In December 2022, a steering committee, consisting of local council members, community boards, and representatives from community-based organizations and advocacy groups was formed to provide oversight and guidance of the outreach process. In January 2023, the new outreach process kicked off with a virtual workshop to introduce AAMUP and hear initial feedback from community members.

In an effort to augment community member engagement with City agencies and hone in on targeted neighborhood priorities, three working groups were formed on the topics of (1) Streetscape, Physical Infrastructure, and Open Space; (2) Economic Development, Human Capital, and Services; and (3) Land Use, Density, and Housing—each of which met three times for a total of nine working group meetings. Every working group meeting consisted of a mix of presentations, interactive activities, and break-out group discussions led by the engagement consultant, DCP and the relevant City agencies, and in close coordination with the steering committee, Council Member Crystal Hudson, and the City Council's Planning and Land Use Division.

During the winter and spring of 2023, a series of public engagement meetings were convened to develop a detailed set of goals and priorities for the neighborhood, including two open-house-style community planning workshops, the nine working group meetings noted above, and monthly steering committee meetings. The opportunity statements, goals, and priorities

that emerged from this outreach process were compiled into a final engagement report, the AAMUP Community Vision and Priorities report, which was released in August 2023. Concurrently with DCP's work to develop the land-use framework and neighborhood plan that would eventually become the AAMUP proposal, HPD issued the Minority/Women-Owned Business Enterprises (M/WBE) Request for Proposals (RFP) Round 2 on April 22, 2021, to develop high-quality, sustainable mixed-use affordable housing developments on two underutilized City-owned sites in Prospect Heights, Brooklyn: Site A 542 Dean Street (Development Site 1) and Site B 516 Bergen Street (Development Site 2). The RFP is part of HPD's initiative to build opportunity among minority- and women-owned developers, and address demonstrated disparities in M/WBE participation in affordable housing development. The RFP followed community outreach held between 2020 and 2021 that included a series of public workshops, community surveys and stakeholder meetings to identify priorities and goals for the site that were compiled into a Community Visioning Report. Three main priorities included in the Community Visioning Report were open public space, neighborhood amenities (such as arts and cultural programming) and contextual building design. The Proposed Developments were designated in August 2023 (Site 1) and January 2024 (Site 2) and reflect the City's affordable housing goals, as well as input and feedback received during community engagement.

Nearby Land Use Actions and Initiatives

In addition to M-CROWN and AAMUP, several past land use actions and major initiatives have taken place within the Project Area and its immediate surroundings.

Pacific Park (formerly known as Atlantic Yards)

Directly to the west of the Project Area is Pacific Park, a multi-phased development project led by Empire State Development (ESD) that spans five blocks and 22 acres. As originally envisioned, Pacific Park would include 6,430 residential units, 35% of which would be income-restricted, approximately 750,000 gross square feet of office, retail, and hotel space, 8 acres of new publicly accessible open space, community facilities, and the 18,000 seat Barclays Center Arena. Pacific Park, formerly known as Atlantic Yards, is subject to a General Project Plan (GPP) that was approved in 2006 and has since been amended to accommodate updates to the proposal. As of summer 2024, 3,212 out of the expected 6,430 units have been completed, including 1,374 income-restricted units, 91,000 square feet of commercial space, and a new school opened September 2024. Approximately 3,218 units, including 876 income-restricted units, and additional commercial and hotel space are to be completed during future phases of construction.

Historic Districts and Landmarks

Immediately surrounding the Project Area are three Historic Districts and several individual Landmarks designated by LPC.

Historic Districts

- Prospect Heights Historic District (2009) LP-2314. Located directly south of the Project Area along Vanderbilt Avenue and west of the Project Area along Dean Street, adjacent to the HPD-owned parcel at 542 Dean Street. The Prospect Heights Historic District includes 850 buildings designed in the Italianate, neo-Grec, Queen Anne, Romanesque and Renaissance Revivals styles.

- Crown Heights North Historic Districts (2007) LP-2204, In 2007, LPC designated the Crown Heights North Historic District, located directly south and southwest of the Project Area running along Dean Street from Bedford Avenue to Kingston Avenue. It includes approximately 470 buildings that were constructed between the 1850s and the 1930s and designed in styles ranging from the Romanesque Revival and Queen Anne to Georgian and Renaissance Revival.

- Bedford Historic District (2015) LP-2514. In 2015, LPC designated the Bedford Historic District, located within the Project Area at the school parcel located at 457 Nostrand Avenue, the location of an LPC-designated landmark described above. It includes 824 buildings ranging from modest Italianate and Neo-Grec houses built in the 1870s to lavishly ornamented Neo-Grec, Queen Anne, Romanesque Revival, and Renaissance Revival structures from the 1880s and 1890s.

- In addition to the Historic Districts listed, several other Historic Districts are located within a one-mile radius of the Project Area, including Fort Greene (1978), Clinton Hill (1981), Stuyvesant Heights and Expanded Stuyvesant Heights (1971, 2013), Crown Heights North II and III (2011, 2015), and Alice and Agate Courts (2009).

Individual Landmarks

- 23rd Regiment Armory ("Bedford Atlantic Armory") – 1322 Bedford Ave (1977). 1891-1895 military armory, Romanesque Revival in rusticated stone and brick. Currently occupied by a homeless shelter for men operated by the Department of Homeless Services.

- Saint Bartholomew's Church – 1227 Pacific Street (1974). 1890 house of worship, Romanesque Revival with rough-faced red granite base and red brick.

- Imperial Apartments – 1327-1339 Bedford Ave (1986). 1892 apartment building, style French Renaissance Revival in buff-colored Roman brick, terra cotta, slate, and metal.

- Girls High School – 457 Nostrand Avenue (1984). 1895 school, one of the first public secondary schools in NYC. Combination of Victorian Gothic and French Second Empire styles.

- James and Lucy Elwell House - 70 Lefferts Place (2006). 1854 free standing house, Italianate in wood clapboard, aluminum siding, brick, wood, and granite.

Area-Wide Rezonings

Much of the land surrounding the Project Area has been subject to area-wide rezonings sponsored by DCP at the request of local community boards, including a 53-block rezoning

of Prospect Heights in 1993 (C 930430 ZMK), a 99-block rezoning of Fort-Greene-Clinton Hill in 2007 (C 070430 ZMK, N 070431 ZRY), 206-block rezoning of Bedford Stuyvesant South in 2007 (C 070447 ZMK, N 070448 ZRY), and a 55-block rezoning of Crown Heights West in 2013 (C 130213 ZMK, N 130212 ZRK). The primary objective of these rezonings was to protect and maintain the low-rise, row-house-style neighborhood character from out-of-context development. Specific corridors, such as Fulton Street, Atlantic Avenue, and Franklin Avenue, were mapped with R7A or R7D residential districts to encourage moderate growth and incentivize affordable housing within new developments in conjunction with the mapping of voluntary Inclusionary Housing areas (IHDA). Specifically, the Fort-Greene-Clinton Hill Rezoning changed the zoning on the northern frontage of Atlantic Avenue between Vanderbilt Avenue and Classon Avenue from M1-1 to R7A/C2-4, while the Crown Heights West Rezoning changed the zoning from R6 to R7A along Franklin Avenue. Along Fulton Street, one block to the north of the Project Area, the Fort-Greene-Clinton Hill and Bedford Stuyvesant South Rezonings mapped R7A/C2-4, R7D/C2-4, and C4-5D.

City of Yes Text Amendments

In 2023 and 2024, the Department of City Planning proposed three separate zoning text amendments to 1) facilitate progress towards the City's goals for carbon-emissions reduction, 2) make it easier to start and operate a business, and 3) enable more housing and a wider variety of housing types in every neighborhood, to address the housing shortage and high cost of housing in New York City. These three text amendments were collectively called "City of Yes." Most relevant to the Proposed Project is City of Yes for Housing Opportunity (ZHO), the third and final text amendment. Most relevant to the Proposed Actions, ZHO proposes the Universal Affordability Program, a mechanism to provide bonus FAR and height for buildings that include permanently income-restricted housing. It also permits new typologies of small and shared housing, and eliminates parking minimums citywide. The Proposed Actions were designed to be complementary with ZHO, and if adopted, ZHO would not provide height or bulk allowances beyond what is already included in the Proposed Actions. ZHO is currently undergoing ULURP review and was approved by City Planning Commission on September 25, 2024.

Private Rezonings

Since the release of the M-CROWN land use framework in 2018, eight private land use applications have been approved within the Project Area, some of which were initiated before the release of the framework. These applications are summarized further below.

470 Vanderbilt Avenue (2009)

Located across the street from the Project Area, 470 Vanderbilt Avenue was an application (C 090441 ZMK, N 090442 ZRK, C 090443 ZSK) by Atara Vanderbilt, LLC for a CPC special permit related to a Large Scale General Development (LSGD), a zoning text amendment to map an Inclusionary Housing area, and zoning map amendment from an M1-1 district and an R6/C2-3 district to a C6-3A district located on an entire block bounded by Atlantic Avenue to the south, Fulton Street to the north, Clermont Avenue to the west, and Vanderbilt Avenue

to the east. The application sought to facilitate the development of a new mixed-use building containing 376 dwelling units, 32,358 sf of ground floor retail space, and the reuse and expansion of an existing 565,700-sf loft building for commercial uses. The application was approved by the NYC City Council on September 30, 2009.

1350 Bedford Avenue Rezoning (2017)

Located approximately one block from the Project Area, 1350 Bedford Avenue Rezoning was an application (C 170070 ZMK, N 170071 ZRK) by Bedford Arms, LLC for a zoning map amendment from R6A to R7D and a zoning text amendment to map an MIH area. The application sought to facilitate the development of a nine-story residential development with 94 affordable units. The application was approved by the New York City Council on July 20, 2017. Additionally, this development was granted a special permit by the New York City Board of Standards and Appeals (BSA) in 2016 (2016-4333-BZ) to permit the reduction of 35 accessory off-street parking spaces.

809 Atlantic Avenue Rezoning (2019)

Located across the street from the Project Area, 809 Atlantic Avenue Rezoning was an application (C 190071 ZMK, C 190072 ZSK, C 190073 ZSK, N 190074 ZRK) by 550 Clinton Partners LLC and 539 Vanderbilt Partners LLC for two CPC special permits to modify bulk regulations in relation to a nearby LPC-designated Landmark and waive off-street residential parking requirements, a zoning text amendment to map an MIH area, and a zoning map amendment to change R7A/C2-4, R7A and R6A districts to an R9/C2-5 district, and to change an R7A/C2-4 district to an R6A district along the northern frontage of Atlantic Avenue between Vanderbilt Avenue and Clinton Avenue. The application sought to facilitate the development of a 29-story, 237,000-sf mixed-use development with retail, office and 286 residential units while preserving and financing the renovations of the Saint Luke's Episcopal Church individual landmark at 520 Clinton Avenue (LP-2014). The NYC City Council approved the application on April 9, 2019.

1010 Pacific Street (2019)

1010 Pacific Street (C 180042 ZMK, N 180043 ZRK) was an application by 1010 Pacific Street LLC to rezone the southeastern frontage of Pacific Street between Grand Avenue and Classon Avenue from M1-1 to R7D/C2-4, which was modified by the CPC to R7A/C2-4. The applicant also sought a zoning text amendment to designate an MIH area. The application sought to facilitate the development of an 11-story mixed-use building with approximately 154 units and ground floor retail and art studio space; however, after approval the property was sold to a new owner and was recently developed as a residential building with 175 units. The NYC City Council approved the application on November 8, 2019.

1050 Pacific Street (2019)

1050 Pacific Street (C 160175 ZMK, N 160176 ZRK) was an application by 1050 Pacific Street LLC to rezone the eastern frontage of Classon Avenue between Pacific Street and Dean Street, along with mid-block portions further to the west, from M1-1 to M1-4/R7A. The applicant also sought a zoning text amendment to designate an MX and MIH area. The

application sought to facilitate the development of an eight-story mixed use building with approximately 103 units and ground floor commercial spaces. The NYC City Council approved the application on November 8, 2019.

Grand Avenue and Pacific Street (2020)

Grand Avenue and Pacific Street (C 190256 ZMK, N 190257 ZRK) was an application by EMP Capital LLC to rezone the northeastern and southeastern corners of Grand Avenue and Pacific Street from M1-1 to R7D/C2-4. The applicant also sought a zoning text amendment to designate an MIH area. The application sought to facilitate the development of a nine-story mixed-use building with approximately 68 units and ground floor commercial and community facility spaces. The NYC City Council approved the application on August 27, 2020, which modified the rezoning in a portion of the Project Area, located on the southeastern corner of Grand Avenue and Pacific Street, from R7D/C2-4 to R7A/C2-4.

840 Atlantic Avenue (2021)

840 Atlantic Avenue (C 210249 ZMK, N 210250 ZRK) was an application by Vanderbilt Atlantic Holdings LLC to rezone the western frontage of Vanderbilt Avenue between Atlantic Avenue and Pacific Street from M1-1 and R6B to C6-3X. The applicant also sought a zoning text amendment to designate an MIH area and provide street wall flexibility along Atlantic Avenue. The application sought to facilitate the development of an 18-story mixed-use building with approximately 316 units and two floors of commercial and community facility spaces. The NYC City Council approved the application on September 23, 2021, which modified the rezoning in a portion of the Project Area from C6-3X to C6-3A and C6-2A.

1045 Atlantic Avenue (2021)

1045 Atlantic Avenue Rezoning (C 210276 ZMK, N 210277 ZRK) was an application by Atlantic Brooklyn LLC to rezone a mid-block frontage of Atlantic Avenue between Classon Avenue and Franklin Avenue from M1-1 to C6-3A. The applicant also sought a zoning text amendment to designate an MIH area and provide street wall flexibility along Atlantic Avenue. The application sought to facilitate the development of a 17-story mixed-use building with approximately 426 units and two floors of commercial and community facility spaces. The NYC City Council approved the application on November 23, 2021.

870-888 Atlantic Avenue Rezoning (2022)

870-888 Atlantic Avenue Rezoning (C 210335 ZMK, N 210336 ZRK C 210260 ZSK) was an application by Y & T Development LLC to rezone a mid-block frontage of Atlantic Avenue between Vanderbilt Avenue and Underhill Avenue from M1-1 to C6-3A. The applicant also sought a zoning text amendment to designate an MIH area and provide street wall flexibility along Atlantic Avenue, as well as a CPC special permit to reduce the number of required off-street parking spaces accessory to the residential units. The application sought to facilitate the development of a 17-story mixed-use building with approximately 228 units and ground floor and cellar commercial and community facility spaces. The NYC City Council approved the application on April 28, 2022.

1034-1042 Atlantic Avenue Rezoning (2022)

1034-1042 Atlantic Avenue (C 210386 ZMK, C 210379 ZSK, N 210387 ZRK) was an application by EMP Capital Group to rezone the eastern side of Classon Avenue between Atlantic Avenue and Pacific Street, consisting of rezoning the Atlantic Avenue frontage from M1-1 to C6-3A and the Pacific Street frontage from M1-1 to R7A/C2-4. The applicant also sought a zoning text amendment to designate an MIH area and provide street wall flexibility along Atlantic Avenue, as well as a CPC special permit to reduce the number of required off-street parking spaces accessory to the residential units. The application sought to facilitate the development of a 17-story mixed-use building with approximately 210 units and ground floor and cellar commercial and community facility spaces. The NYC City Council approved the application on April 28, 2022, which modified the rezoning to remove the eastern portion of the Project Area fronting Classon Avenue.

962 Pacific Street Rezoning (2023)

962 Pacific Street Rezoning was an application (C 230157 ZMK, N 230158 ZRK, C 230159 ZSK) by HSN Realty Corp. to rezone a mid-block frontage of Pacific Street from M1-1 to M1-4/R7A. HSN Realty Corp also sought a zoning text amendment to designate an MIH and MX area, as well as a CPC special permit to reduce the number of required off-street parking spaces accessory to the residential units. The application sought to facilitate the development of a nine-story mixed-use building with approximately 150 units with ground floor commercial and community facility spaces. The application was certified on July 24, 2023, and during ULURP was disapproved by the NYC City Council on February 8, 2024.

FRESH Applications (2024)

Three applications for FRESH certifications were filed in or near the Project Area in 2024. 953 Dean Street FRESH Certification is an application (240346 ZCK) by Dean Owner LLC to certify a FRESH food store on the ground floor of 953 Dean Street. The applicant seeks to build an approximately 6500 square foot fresh food store where structured ground-floor parking is currently located, and reallocate 6500 square feet of floor area to build 11 dwelling units on the 9th floor of the building. 1034-1042 Atlantic Avenue FRESH certification is an application (240377 ZCK) to certify a FRESH food store on the ground floor of 1034-1042 Atlantic Avenue. The applicant seeks to build an approximately 7400 square foot fresh food store and reallocate 7400 square feet of floor area to build dwelling units on the 18th floor of the building, which would require a separate height authorization from the CPC. 870-888 FRESH certification is an application to certify a FERSH food store on the ground floor of 870-888 Atlantic Avenue. The applicant seeks to build an approximately 7900 square foot fresh food store and reallocate 7900 square feet of floor area to build dwelling units on the 18th floor of the building, which would require a height authorization from the CPC. As of September 2024, the applications at 953 Dean and 1034-1042 Atlantic have been certified.

BSA Applications

In the past 20 years, there have been several applications approved by the BSA within the Project Area, consisting primarily of variances to allow residential use within the M1-1 zoning

district. These include variances to permit a four-story residential building with 31 units at 799-805 Bergen Street (165-05-BZ), a four-story residential building at 871 Bergen Street (278-06-BZ), a five-story residential building at 887 Bergen Street (79-06-BZ), a four-story residential building at 583 Franklin Avenue (98-08-BZ), the residential conversion of an existing factory building at 964 Dean Street (311-12-BZ), and two three-story single-family residences at 10 Underhill Avenue (221-14-BZ).

In addition, the BSA granted a special permit to allow a reduction in required parking in connection with a change of use from Use Group (UG) 16 to UG 6 in an existing building at 915 Dean Street in 2010 (112-10-BZ). Further, a Common Law Vesting application was filed in 2022 requesting that the BSA determine that the property owner at 35 Herkimer Place secured a vested right to complete construction of a development of a hotel prior to the adoption of a Citywide zoning text amendment (2022-60-A).

3. DESCRIPTION OF THE PROPOSED PROJECT AREA

Project Area

The Proposed Actions would affect an approximately 21-block, 72.5-acre area primarily along Atlantic Avenue in the neighborhoods of northwest Crown Heights and southern Bedford-Stuyvesant, Brooklyn CD's 8 and 3, respectively. The Project Area is generally bounded by Vanderbilt Avenue to the west, Nostrand Avenue to the east, Herkimer Street to the north, and Bergen Street to the south. In addition, the Proposed Actions would affect two non-contiguous areas located on a portion of two blocks in Prospect Heights and one block in Bedford-Stuyvesant:

- Prospect Heights: 6th Avenue to the west, Carlton Avenue to the east, Dean Street to the north, and St. Marks and Flatbush Avenues to the south.
- Bedford-Stuyvesant: Halsey Street to the north, Macon Street to the south, Nostrand Avenue to the west and Marcy Avenue to the east.

Atlantic Avenue is a prominent east-west corridor that extends the entire length of the Project Area. Other secondary corridors running north-south within the Project Area are Vanderbilt Avenue, Grand Avenue, Classon Avenue, Franklin Avenue, Bedford Avenue, and Nostrand Avenue. The Project Area consists of commercial, mixed-use, and non-residential sub-areas with varying building typologies. The Bedford Atlantic Armory (23rd Regiment Armory), Girl's High School, and St. Bartholemew's Church, three LPC-designated Landmarks, along with the Bedford Historic District, directly overlap with the Project Area, while a portion of the Project Area is adjacent to the Prospect Heights Historic District and Crown Heights North District.

Atlantic Avenue

Atlantic Avenue is a 120-foot-wide corridor that runs east-west and traverses several neighborhoods, connecting Brooklyn's East River waterfront with Jamaica, Queens. Within central Brooklyn, Atlantic Avenue is a DOT-designated through truck route with four to six

lanes of traffic and narrow sidewalks, passing through the Project Area for six blocks or approximately 5100 feet. The LIRR Atlantic Branch is buried below the center median until it rises above grade east of Bedford Avenue to a height of 14 feet, with a vehicle clearance of 11.5 feet; below the elevated portion the street is either unused or for left-turning vehicle lanes. The design and surrounding land uses contributes to a high-speed auto-oriented character, resulting in unsafe conditions for vehicles, pedestrians, and bicyclists, especially those crossing the avenue north-south to access nearby A/C subway stations along Fulton Street, the Franklin Ave shuttle, or the LIRR Nostrand station. The Franklin Avenue Shuttle crosses Atlantic Avenue above-grade approximately 150- to 200-feet west of Franklin Avenue and at a vehicle clearance of 16 feet 9 inches.

Historically, a freight-rail line ran at-grade along Atlantic Avenue, leading to the growth and concentration of industrial uses adding value to goods moving between then-rural Long Island and the docks along the East River waterfront. In the early 1900's, freight service was discontinued, and the passenger rail line was electrified and moved below-grade between Flatbush and Bedford avenues, still operating today as the LIRR Atlantic Branch. With the freight rail closed and with more road dedicated to vehicles and trucks, auto-related businesses flourished along Atlantic Avenue including gas stations, auto repair and service stations, garages and showrooms, and warehouse and distribution uses. While the area was initially mapped as an "unrestricted" zone in 1916, allowing a mix residential, commercial, and industrial uses, it was subsequently mapped with an M1-1 district in 1961, galvanizing the trend of auto-related uses and encouraging disinvestment in the existing residential building stock. Over the next 40 years, Atlantic Avenue became an auto-service corridor and through-route for drivers and freight trucks moving between Queens and Brooklyn. Made up of warehouses, car washes, auto shops and gas stations, fast food drive-thru's, self-storage, and parking, the area became a barrier for surrounding area residents. Though some non-conforming residential uses survived the years, new investment mostly came in the conversion of former industrial-loft buildings into restaurant supply stores, retail, nightlife, and self-storage.

The MTA operates out of two lots along the south side of Atlantic Avenue near the corner of Franklin Avenue (Block 1126, lots 32 and 57). Lot 32 is 25,749 square feet and is owned by the City, occupied by the MTA under a master lease, and is improved with an MTA cable storage and repair facility. Lot 57 is 30,230 square feet, is owned in fee by the MTA, and is used for open vehicle storage.

Open Space

The New York City Department of Parks and Recreation operates two public open spaces in the Project Area. Lowry Triangle (Block 1123), located south of Atlantic Avenue, bounded by Underhill Avenue to the west, Pacific Street to the south, and Washington Avenue to the east, is a 9455 square foot plaza with passive uses. Dean Playground (Block 1136, Lot 15), located on the block bound by Dean Street to the north, Carlton Avenue to the east, Bergen Street to the south, and Sixth Avenue to the west, is a 55,725 square foot space with active uses including playgrounds and sports fields.

Bedford Atlantic Armory

The Bedford Atlantic Armory (BAA) is located at 1164 Atlantic Avenue (Block 1199, Lot 15) in the Crown Heights neighborhood of Brooklyn. The structure is approximately 165,000 gsf and located on an approximately 82,400 square foot lot with frontage on Atlantic Avenue, a 120-foot-wide street on the north, Bedford Avenue, an 80-foot-wide street on the east, and Pacific Street, a 70-foot-wide street on the south. The BAA occupies the majority of the block.

The BAA was built in 1895 and the exterior was listed as both a national landmark in 1990 and a NYC Landmarks Preservation Committee landmark in 1997 due to the façade's Romanesque Revival style. The facility is operated by DHS and currently used as a single men's shelter, a training facility for DHS peace officers, storage, and laundry. The headhouse is primarily used for 400 shelter beds, while the drill hall space consists of training area for DHS officers, laundry facility for DHS operations, and emergency supply storage.

Current Built Form

North-South Corridors

The Project Area is generally bound by Vanderbilt Avenue in the west and Nostrand Avenue in the East, with an additional six north-south corridors between them: Underhill and Washington Avenues, Grand Avenue, Classon Avenue, Franklin Avenue, and Bedford Avenue.

Vanderbilt Avenue is a 100-foot wide neighborhood retail corridor connecting Atlantic Avenue in the north to Grand Army Plaza in the south, and is primarily improved with medium-density mixed-use walk-up apartment buildings with ground-floor retail, restaurants, bars, and local services. As described earlier, Pacific Park is located immediately west of the Project Area on the westside of Vanderbilt Avenue and is a combination of 18- to 23-story apartment buildings with ground floor retail and publicly accessible open space, as well as a below-grade open rail yards for LIRR which is proposed to be decked over to facilitate additional housing, retail, and open space.

Underhill Avenue is 70-foot-wide street which terminates at Atlantic Avenue in the north and Eastern Parkway in the south. The corridor is mostly made up of narrow lots that result in three- to four-story buildings, most of which are entirely residential but with a handful of institutional uses (schools, playgrounds) and ground-floor commercial establishments.

Washington Avenue is an 80-foot-wide street with retail uses that serves as a connection to the Clinton-Washington Avenue subway station, providing access to the C subway line. The corridor is mostly made up of narrow lots featuring two to three stories of residential development over commercial ground floor space.

Franklin Avenue, a 70-foot-wide corridor, and Nostrand Avenue, an 80-foot-wide corridor, serve as neighborhood-based commercial thoroughfares in proximity to subway stations two blocks to the north along Fulton Street (the Franklin Avenue C and S station and the Nostrand

Avenue A and C station, respectively). Both streets are primarily improved with medium-density mixed-use walk-up apartment buildings with ground-floor retail, restaurants, bars, and local services.

In between Franklin and Nostrand is Bedford Avenue, an 80-foot-wide street that runs from Williamsburg to Sheepshead Bay, serving as an important connection between north and south Brooklyn. The street is mostly made up of narrow lots that result in three- to four-story buildings, most of which are entirely residential but with a handful of institutional uses (schools, playgrounds) and ground-floor commercial establishments.

Interior Blocks

The interior mid-blocks located north and south of Atlantic Avenue, Bergen Street, Dean Street, Pacific Street, and Herkimer Place, are categorized under three sub-areas: the western mid-blocks between Grand Avenue and Classon Avenue, the eastern mid-blocks between Classon Avenue and Franklin Avenue, and Herkimer Place between Franklin Avenue and Nostrand Avenue. Bergen Street, Dean Street, and Pacific Street are 70 feet in width, while Herkimer Place is 50 feet wide.

The western mid-blocks are characterized by large, underutilized lots that are either vacant or used for warehousing, open storage, and vehicular or truck parking, along with clusters of pre-existing, non-conforming residential uses. The eastern mid-blocks are characterized by one- and two-story warehouses, along with multi-story, loft-style buildings, some of which have been adaptively reused and converted to office, art studios, community facilities, and light industrial uses, such as the former Studebaker automotive showroom at 1000 Dean Street or the facility operated by the Greenpoint Manufacturing Design Center (GMDC) at 1102 Atlantic Avenue. Herkimer Place is characterized by a cluster of one- to two-story warehouse buildings that are used for storage or occupied by building contractors.

Along Pacific Street between Franklin and Bedford Avenues is Development Site 4, an approximately 19,200 square foot site consisting of three formerly City-owned lots (Block 1205, Lots 11, 14, 111). The site contains a vacant building. Development Site 4 received disposition approval in 1987 (Board of Estimate Calendar No. 27) to facilitate a rehabilitation project for affordable housing. The property was subsequently transferred to Peter Young Shelter Services, Inc. in December 2001, Acacia Network Housing, Inc. in December 2015, and Promesa Residential Health Care Facility, Inc. in June 2016. A portion of the Disposition Area includes the formerly rehabilitated affordable housing building, which is currently vacant. To facilitate the Proposed Development, the City will reacquire and reconvey the Development Site 4 pursuant to ULURP with approval for a new construction multifamily affordable rental project.

Transit and Transportation Infrastructure

The Project Area is served by the A, C, and S subway lines. The A and C run east/west along Fulton Street and stop at Clinton-Washington Avenues (C), Franklin Avenue (C), and Nostrand Avenue (A/C). The Franklin Avenue Shuttle (S) has its northern terminus at the Franklin Avenue

C station and runs north/south between the Project Area and Prospect-Lefferts Gardens. The Long Island Rail Road (LIRR) Nostrand Avenue stop is located at the corner of Atlantic Avenue and Nostrand, providing east-west commuter rail service between Atlantic Terminal, Jamaica, and points east. The Project Area is also served by numerous bus lines. The B69 bus operates along Vanderbilt Avenue, connecting Kensington, Windsor Terrace, and Park Slope in the south to DUMBO and the Brooklyn Navy Yard in the north. The B45 bus operates along Washington Avenue, connecting Downtown Brooklyn in the west to Crown Heights in the east. The B48 bus runs northbound on Classon Avenue and southbound on Franklin Avenue, connecting Prospect-Lefferts Gardens in the south to Greenpoint in the north. The B49 bus runs southbound on Bedford Avenue and northbound on Rogers Avenue, connecting Bedford-Stuyvesant with Manhattan Beach. Finally, the B44 and B44 Select Bus Service run northbound on Rogers Avenue and southbound on Nostrand Avenue, connecting Williamsburg in the north to Sheepshead Bay in the south. North/south bike lanes are painted on Vanderbilt, Washington, Classon, Franklin, and Bedford Avenues, and east/west bike lanes are painted on Dean Street (east) and Bergen Street (west). Vanderbilt Avenue is also regularly closed to vehicular traffic as an “Open Street” during summer month weekends.

HPD Parcels on Dean and Bergen Streets and Surrounding Blocks

In addition to the areas described above, the Project Area encompasses portions of two blocks located approximately three blocks to the southwest in Prospect Heights. This area consists primarily of two parcels of land owned by the City of New York and under the jurisdiction of HPD within a block of each other that comprise two non-contiguous development sites, as well as adjacent lots that would also be subject to a proposed zoning map amendment and zoning text amendment related to the mapping of MIH.

The first HPD site is 542 Dean Street (Development Site 1), an approximately 17,145-square-foot site located on the south side of Dean Street between 6th Avenue and Carlton Avenue, consisting of five vacant underutilized City-owned interior lots (Block 1136, Lots 29, 32, 33, 34, 35) currently used by HPD for parking City vehicles used for HPD’s emergency outreach, housing maintenance complaints and violations, and community outreach. Land uses near Development Site 1 include the Dean Playground, three to five-story residential and mixed-use buildings with ground floor commercial uses, and a City-owned fire station (Engine 219, Ladder 105) operated by the Fire Department of New York City (FDNY).

The second HPD site is 516 Bergen Street (Development Site 2), an approximately 17,051-square-foot interior lot (Block 1143, Lot 25) improved with a vacant, two-story building located on the south side of Bergen Street between 6th Avenue and Carlton Avenue, and a portion of the site is currently used by HPD for parking City vehicles used for HPD’s emergency outreach, housing maintenance complaints and violations, and community outreach. Land uses near 516 Bergen Street consist of two-story commercial buildings, a church and parking lot, a nine-story warehouse, a three-story, multi-family walk-up building, and a two- story, two-family home across the street from the Dean Playground.

Department of Education (DOE) Parcel

The Project Area also encompasses a parcel (Development Site 3) owned by the Department of Education (DOE at 457 Nostrand Avenue. Development Site 3 is approximately 60,000 square feet and consists of one City-owned corner lot (Block 1844, Lot 1) at the intersection ofNostrand Avenue and Halsey Street. Nostrand Avenue is a 70-foot wide street and Halsey Street is a 70-foot wide street. The western portion of the development site is home to the Girls High School, constructed from 1885 to 1886, designed by James W. Naughton, and designated as a landmark by the LPC in 1984 (N 840014HKK, LP-1246). The Girls School was designed in a combination of the Victorian Gothic and Second Empire styles, the oldest remaining high school in the city designed as such. The building is currently under the Department of Education (DOE) jurisdiction and occupied by the Brooklyn Adult Learning Center. The eastern portion of the development site consists of a 30,000 square foot parking lot managed by DOT. Development Site 3 is located within the Bedford Historic District, designated by the New York City Landmarks Preservation Committee (LPC) on December 8, 2015 (LP-2514). The Bedford Historic District comprises of more than 800 buildings throughout the Bedford-Stuyvesant neighborhood constructed between 1870 and 1900. The neighborhood consists of distinguished row houses as well as two of the city's most significant school buildings.

Existing Zoning

The Project Area includes the northwest portion of CD 8 and a southern portion of CDs 2 and 3. Much of the area's zoning has not been modified since 1961; however, there have been private applications have changed the zoning within the area, as described in the previous section. The Project Area comprises M1-1, C6-2A, C6-3X, C6-3A, M1-4/R7A, R7D/C2-4, R7A/C2-4, R6B, and R6A districts. Commercial districts mapped as overlays include C2-4**.** Existing zoning districts are discussed below.

M1-1

M1-1 zoning districts are mapped across most of the Project Area in an area generally bounded by Vanderbilt Avenue to the west, Nostrand Avenue to the east, Atlantic Avenue to the north, and Bergen Street to the south.

The M1-1 zoning district has a floor area ratio (FAR) of 1.0 for industrial and commercial uses and 2.4 for community facility uses. M1-1 districts also permit community facility uses at a maximum FAR of 2.4. M1-1 districts have a base height limit of 30 feet, above which a structure must fit within a sloping sky exposure plane. One parking space is generally required for every 300 sf of commercial and for every 1,000 sf of industrial. No new residential uses are permitted.

Land uses permitted to be located within the M1-1 districts include vacant land, open storage, parking garages, warehousing and distribution, building supply and various light industrial uses, gas stations and automotive repair businesses, self-storage, commercial offices, hotels, retail, non-conforming residential uses, and fitness facilities. A few community facility uses such as medical office and houses of worship are also located within the M1-1 district.

C6-3X
A C6-3X zoning district is mapped at the southwestern corner of Vanderbilt Avenue and Atlantic Avenue, which was mapped in connection with the 840 Atlantic Avenue private application approved in 2021 and described in the prior section.

C6-3X is a high density contextual commercial zoning district with an R9X residential district equivalent. When mapped in conjunction with Inclusionary Housing areas, C6-3X zoning districts allow residential uses up to 9.7 FAR, community facility uses up to 9.02 FAR, and commercial uses up to 6.0 FAR. Base heights are permitted to be between 60 and 145 feet on narrow streets and between 105 and 145 feet on, or within 100 feet of, wide streets. Above the base heights, a 15-foot setback is required along narrow streets, and a 10-foot setback is required along wide streets. Building heights are allowed up to a maximum of 190 feet (19 stories) along a narrow street or 200 feet (20 stories) along a wide street, which may increase by 5 feet if a Qualifying Ground Floor is provided.

The C6-3X zoning district permits a range of non-residential uses and allows multiple stories of commercial uses, including retail, offices, and service-based uses. Off-street parking is generally required for 40 percent of the market-rate dwelling units and optional for income-restricted units within the Transit Zone.

C6-3A
A C6-3A zoning district is mapped in three non-contiguous areas at the northeastern corner of Vanderbilt Avenue and Pacific Street, along Atlantic Avenue between Vanderbilt Avenue and Underhill Avenue, and along Atlantic Avenue between Classon Avenue and Grand Avenue. The C6-3A districts were mapped in connection with the 840 Atlantic Avenue (2021), 870-888 Atlantic Avenue (2022), and 1034-1042 Atlantic Avenue (2022) private applications, as described in the prior section.

C6-3A is a high density contextual commercial zoning district with an R9A residential district equivalent. When mapped in conjunction with Inclusionary Housing areas, C6-3A zoning districts allow residential uses up to 8.5 FAR, community facility uses up to 7.5 FAR, and commercial uses up to 6.0 FAR. Base heights are permitted to be between 60 and 125 feet. Above the base height, a 15-foot setback is required along narrow streets and a 10-foot setback is required along wide streets. Building heights are allowed up to a maximum of 160 feet (16 stories) along a narrow street or 170 feet (17 stories) along a wide street, which may be increased by 5 feet if a Qualifying Ground Floor is provided.

The C6-3A zoning district permits a range of non-residential uses and allows multiple stories of commercial uses, including retail, offices, and service-based uses. Off-street parking is generally required for 40 percent of the market-rate dwelling units and optional for income-restricted units within the Transit Zone.

C6-2A
C6-2A is mapped on a 50-foot-wide sliver portion of Atlantic Avenue from a distance of 150 feet to 200 feet east of Vanderbilt Avenue. The C6-2A district was mapped in connection with

the 840 Atlantic Avenue private application approved in 2021, as described in the prior section.

C6-2A is a high density contextual commercial zoning district with an R8A residential district equivalent. When mapped in conjunction with Inclusionary Housing areas, C6-2A zoning districts allow residential uses up to 7.2 FAR, community facility uses up to 6.5 FAR, and commercial uses up to 6.0 FAR. Base heights are permitted to be between 60 and 105 feet. Above the base heights, a 15-foot setback is required along narrow streets and a 10-foot setback is required along wide streets. Building heights are allowed up to a maximum of 140 feet (14 stories), which may increase by 5 feet if a Qualifying Ground Floor is provided.

The C6-2A zoning district permits a range of non-residential uses and allows multiple stories of commercial uses, including retail, offices, and service-based uses. Off-street parking is generally required for 40 percent of the market-rate dwelling units and optional for income-restricted units within the Transit Zone.

R7D/C2-4

R7D/C2-4 is mapped at the northeastern corner of Grand Avenue and Pacific Street. The R7D/C2-4 district contains a mixed-use building under construction. This district was mapped in connection with the Grand Avenue and Pacific Street private application approved in 2020, as described in the prior section.

R7D is a medium-density contextual district that, when mapped concurrently with an Inclusionary Housing area and C2-4 overlay, allows residential uses up to 5.6 FAR, community facility uses up to 4.2 FAR, and commercial use up to 2.0 FAR. Base heights are permitted to be between 60 and 95 feet, above which a 15-foot setback is required along a narrow street. Building height can reach a maximum of 110 feet (11 stories) or 115 feet with a Qualifying Ground Floor. Off-street parking is generally required for 50 percent of the market-rate dwelling units and optional for income-restricted units within the Transit Zone. A C2-4 commercial overlay is paired with the R7D zoning district, allowing a wide range of neighborhood commercial uses including retail and services, as well as small-scale entertainment and production uses. Parking requirements vary by use."

R7A/C2-4

R7A/C2-4 is mapped in two non-contiguous areas, including at the southeastern corner of Grand Avenue and Pacific Street and along the north and south block frontages along Pacific Street between Grand Avenue and Classon Avenue. The R7A/C2-4 districts contain a residential building under construction, a self-storage facility, a warehouse, and non-conforming residential uses. These districts were mapped in connection with the Grand Avenue and Pacific Street and 1034-1042 Atlantic Avenue private applications, which were approved in 2020 and 2021, respectively, as described in the prior section.

R7A is a medium-density contextual district that, when mapped concurrently with an Inclusionary Housing area and C2-4 overlay, allows residential uses up to 4.6 FAR, community facility uses up to 4.0 FAR, and commercial use up to 2.0 FAR. Base heights are

permitted to be between 40 and 75 feet, above which a 15-foot setback is required along a narrow street. Building height can reach a maximum of 90 feet (nine stories) or 95 feet with a Qualifying Ground Floor. Off-street parking is generally required for 50 percent of the market-rate dwelling units and optional for income-restricted units within the Transit Zone. A C2-4 commercial overlay is paired with the R7A zoning district, permits a wide range of neighborhood commercial uses including retail and services, as well as small-scale entertainment and production uses. Parking requirements vary by use".

M1-4/R7A

M1-4/R7A is mapped along the western portion of a block bounded by Classon Avenue to the west, Franklin Avenue to the east, Pacific Street to the north, and Dean Street to the south. M1-4/R7A was mapped in connection with the 1050 Pacific Street private application approved in 2019, as described in the prior section.

M1-4/R7A is a Mixed Use (MX) zoning district that pairs M1-4, a manufacturing district that supports a mix of low-rise commercial and industrial uses, with R7A, a medium-density contextual residential district. Mixed Use zoning districts also have special regulations that enable residential and certain industrial uses to be located either side by side or within the same building. When mapped jointly with Inclusionary Housing areas, M1-4/R7A zoning districts allow industrial uses up to a maximum of 2.0 FAR, community facility uses up to a maximum of 4.0 FAR, and residential uses up to a maximum of 4.6 FAR. Base heights are permitted to be between 40 and 85 feet, after which buildings must setback either 10 feet on a wide street or 15 feet on a narrow street. The maximum height of buildings is 90 feet (9 stories), which may increase by 5 feet with a Qualifying Ground Floor. Off-street parking is generally required for 50 percent of the dwelling units and optional for income-restricted units in the Transit Zone.

R6B

R6B is mapped on mid-blocks portions of two areas, the first of which is bounded by 6th Avenue to the west, Carlton Avenue to the east, Dean Street to the north, and St. Marks and Flatbush Avenues to the south, and the second of which is bounded by Halsey Street to the north, Macon Street to the south, Nostrand Avenue to the west, and Marcy Avenue to the east. These areas are primarily characterized by two- to five-story one-and two-family homes and walk-up apartment buildings, as well as a parking lot and storage facility owned and operated by HPD.

R6B is a medium-density contextual district that allows residential and community facility uses up to 2.0 FAR outside of Inclusionary Housing areas. Base heights are permitted to be between 30 and 40 feet, above which a 15-foot setback is required along a narrow street or 10 feet along a wide street. Building height may reach a maximum of 55 feet (five stories) when providing a Qualifying Ground Floor. Off-street parking is generally required for 50 percent of the market-rate dwelling units and optional for income-restricted units within the Transit Zone.

R6A
R6A is mapped along the frontages of Classon Avenue between Bergen Street and Dean Street, and Nostrand Avenue between Halsey Street and Macon Street, within areas characterized by three- to five-story walk-up apartment buildings, some of which are occupied by ground floor retail uses.

R6A is a medium-density contextual district that allows residential and community facility uses up to 3.0 FAR. Base heights are permitted to be between 40 and 60 feet, above which a 15-foot setback is required along a narrow street or 10 feet along a wide street. Building height may reach a maximum of 85 feet (eight stories) when providing a Qualifying Ground Floor. Off-street parking is generally required for 50 percent of the market-rate dwelling units and optional for income-restricted units within the Transit Zone.

4. PROPOSED ACTIONS

The Proposed Actions will facilitate development generally consistent with the goals of the AAMUP study and outreach processes by allowing for housing growth with required, permanently affordable housing near public transit, enlivening corridors with active ground floor uses and streetscape improvements, and incentivizing increased job-densities to foster a walk-to-work neighborhood. To accomplish these goals, DCP is proposing zoning text amendments, zoning map amendments, disposition and acquisition of property by the City, and UDAAP designations.

The Proposed Actions will affect an approximately 21-block area in CDs 3 and 8, including several frontages along Atlantic Avenue generally bounded by Vanderbilt Avenue to the west, Nostrand Avenue to the east, Herkimer Street to the north, and Bergen Street to the south. In addition, the Proposed Actions would affect two separate, non-contiguous areas on a portion of two blocks bounded by:

- 6th Avenue to the west, Carlton Avenue to the east, Dean Street to the north, and St. Marks and Flatbush Avenues to the south.
- Halsey Street to the North, Macon Street to the south, Nostrand Avenue to the west and Marcy Avenue to the east.

As discussed in detail below, the Proposed Actions consist of:

Zoning Map Amendment to:

- Rezone portions of existing M1-1, C6-2A, C6-3A, C6-3X, M1-4/R7A, R7A/C2-4, R7D/C2-4, R6B, and R6A districts to R7A, R7D, C6-3A, M1-1A/R6B, M1-2A/R6A, M1-3A/R7D, M1-4A/R9A, C4-3A, C4-5D, R7-2, and M1-3A districts and C2-4 commercial overlays.
- Map the Special Atlantic Avenue Mixed Use District, largely coterminous with the Rezoning Area

Zoning Text Amendment to:

- Establish the Special Atlantic Avenue Mixed Use District largely coterminous with the Rezoning Area. The proposed special purpose district will include modifications to underlying use, bulk, parking and loading, and streetscape regulations. The proposed special district will include requirements and incentives related to active ground floor uses and job-generating uses and establish controls for building articulation and streetscape improvements along key corridors.
- Modify Appendix F for the purpose of establishing proposed R7A, R7D, C6-3A, M1-1A/R6B, M1-2A/R6A, M1-3A/R7D, M1-4A/R9A, C4-3A, C4-5D, R7-2 as MIH areas, applying the MIH program to require a share of new housing to be permanently affordable where significant new housing capacity would be created.

Designation of Urban Development Action Areas (UDAA), Approval of an Urban Development Action Area Project (UDAAP), Acquisition, and Disposition of City-Owned Properties

- Designation of UDAAs, project approval of UDAAPs, and disposition of the City-owned property for two parcels owned and managed by HPD on Block 1136 (Lots 29, 32, 33, 34, and 35) and Block 1143 (Lot 25).
- Acquisition and disposition actions related to the property for Block 1205, Lots 11, 14, and 111; Acquisition and disposition of City-owned property at Block 1126, Lot 32; acquisition of City-owned property at Block 1143, Lot 25, and disposition of City-owned property at Block 1844, Lot 1.

Proposed Zoning Map Changes

Proposed M1-1A/R6B (Existing M1-1 District)

M1-1A/R6B zoning districts are proposed to cover one partial block in one area:

- *An area roughly bounded by Herkimer Place to the south, Herkimer Street to the north, Bedford Avenue to the west, and Nostrand Avenue to the east, and generally with frontage on Herkimer Place.*

M1-1A/R6B is a mixed-use district that pairs M1-1A, a manufacturing district that supports a mix of low-rise commercial and industrial uses, with R6B, a medium-density contextual residential district that would allow residential uses and community facility uses and is designed to produce Quality Housing buildings. Mixed Use zoning districts also have special regulations that enable residential and certain industrial uses to be located either side by side or within the same building. R6B districts permit a maximum residential FAR of 2.4, when mapped with inclusionary housing, an FAR for commercial and industrial uses up to 2.0, and an FAR for community facility up to 2.0. For mixed-use buildings combining residential and

non-residential uses, the total FAR would be 3.0. Where inclusionary housing is mapped and on narrow streets, R6B districts permit maximum street wall height of 45 feet, above which the building must be set back, may rise to a maximum height of 65 feet, and have a maximum of 6 stories. All buildings would be allowed a more flexible envelope with a maximum street wall height of 65 feet and a maximum building height of 95 feet. A building setback of 10 feet is required on wide streets and 15 feet on narrow street. Like other residential districts, the R6B district requires a 30 feet rear yard for residential portions of any building. Off-street parking would be optional for residential uses.

Proposed M1-2A/R6A (Existing M1-1, M1-4/R7A, and R7A/C2-4 Districts)

M1-2A/R6A zoning districts are proposed to cover seven partial blocks in two areas:

- *An area roughly bounded by Bergen Street to the south, Atlantic Avenue to the north, Grand Avenue to the west, and Classon Avenue to the east, and generally within the mid-blocks beyond 100 feet of the avenues.*
- *An area roughly bounded by Bergen Street to the south, Atlantic Avenue to the north, Classon Avenue to the west, and Bedford Avenue to the east, and generally on mid-blocks beyond 100 feet of Classon Avenue and with frontage on Franklin Avenue between Atlantic Avenue and Pacific Street.*

M1-2A/R6A is a mixed-use district that pairs M1-2A, a manufacturing district that supports a mix of commercial and industrial uses, with R6A, a medium-density contextual residential district that would allow residential uses and community facility uses and is designed to produce Quality Housing buildings. Mixed Use zoning districts also have special regulations that enable residential and certain industrial uses to be located either side by side or within the same building. R6A districts permit a maximum residential FAR of 3.9, when mapped with inclusionary housing, an FAR for commercial and industrial uses up to 3.0, and an FAR for community facility up to 3.0 with a maximum base and building height of 65 and 95 feet, respectively. For mixed-use buildings combining residential and non-residential uses, the total FAR would be 5.0. Buildings within the M1-2A/R6A areas would be allowed a bulk envelope with a maximum street wall height of 95 feet and a maximum building height of 125 feet. A building setback of 10 feet is required on wide streets and 15 feet on narrow street. Like other residential districts, the R6A district requires a 30 feet rear yard for residential portions of any building. Off-street parking would be optional for residential uses.

Proposed R7A (Existing R6A District)

R7A districts are proposed for approximately one partial block in one area:

- *An area roughly bounded by Dean Street to the south, Pacific Street to the north, Franklin Avenue to the west, and Bedford Avenue to the east, and generally on the northeast frontage of the block.*

R7A is a medium-density contextual residential district that would allow residential uses of all types and community facility uses and is designed to produce Quality Housing buildings. R7A districts permit a maximum residential FAR of 5.0, when mapped with inclusionary housing,

and an FAR for community facility up to 4.0. Where inclusionary housing is mapped and on narrow streets, R7A districts permit a maximum street wall height of 85 feet, above which the building must be set back, may rise to a maximum height of 115 feet, and have a maximum of 11 stories. A building setback of 10 feet is required on wide streets and 15 feet on narrow street. Like other residential districts, the R7A district requires a 30 feet rear yard for residential portions of any building. Off-street parking would be optional for residential uses.

Proposed C4-3A (Existing M1-1 District)

C4-3A districts are proposed for approximately two partial blocks in one area:

- *An area roughly bounded by Brevoort Place to the north, Atlantic Avenue to the south, Franklin Avenue to the west, and Bedford Avenue to the east, and with frontage generally along Bedford Place beyond 100 feet of Atlantic Avenue.*

C4-3A is a medium-density commercial district that allows a range of commercial uses as well as residential and community facility uses. C4-3A districts permit a maximum commercial FAR of 3.40 and a community facility FAR of 3.0. C4-3A districts permit, as-of-right, retail and commercial uses in Use Groups 5, 6, 8, 9, 10, and 12. These use groups include retail, offices, business services, larger retail establishments such as department stores, and some entertainment uses. For C4-3A districts, the residential district equivalent is an R6A district. As a result, any residences within the C4-3A district must comply with the R6A bulk regulations and, where inclusionary housing is mapped, with the mandatory affordable housing requirements pursuant to the MIH program. C4-3A districts permit a maximum residential FAR of 3.9, when mapped with inclusionary housing. Where inclusionary housing is mapped and on narrow streets, C4-3A districts permit a maximum street wall height of 65 feet, above which the building must be set back, may rise to a maximum height of 95 feet, and have a maximum of nine stories. A building setback of 10 feet is required on wide streets and 15 feet on narrow street. Off-street parking would be optional for residential uses.

Proposed R7D (Existing R6B District)

R7D districts are proposed for approximately two partial blocks in one area:

- *An area roughly bounded by 6th Avenue to the west, Carlton Avenue to the east, Dean Street to the north, and St. Marks and Flatbush Avenues to the south.*

R7D is a medium-density contextual residential district that would allow residential uses of all types and community facility uses and is designed to produce Quality Housing buildings. R7D districts permit a maximum residential FAR of 5.6, when mapped with inclusionary housing, and an FAR for community facility up to 4.2. Where inclusionary housing is mapped and on narrow streets, R7D districts permit a maximum street wall height of 95 feet, above which the building must be set back, may rise to a maximum height of 125 feet, and have a maximum of 12 stories. A building setback of 10 feet is required on wide streets and 15 feet on narrow street. Like other residential districts, the R7D district requires a 30 feet rear yard for residential portions of any building. Off-street parking would be optional for residential uses.

Proposed C4-5D (Existing M1-1 District)

C4-5D districts are proposed for approximately two partial blocks in one area:

- *An area roughly bounded by Brevoort Place and Herkimer Street to the north, Atlantic Avenue to the south, Bedford Place to the west, and Perry Place and Nostrand Avenue to the east, and with frontage generally along Bedford Avenue 100 feet north of Atlantic Avenue.*

C4-5D is a medium-density commercial district that allows a range of commercial uses as well as residential and community facility uses. C4-5D districts permit a maximum commercial FAR of 4.2 and a community facility FAR of 4.2. C4-5D districts permit, as-of-right, retail and commercial uses in Use Groups 5, 6, 8, 9, 10, and 12. These use groups include retail, offices, business services, larger retail establishments such as department stores, and some entertainment uses. For C4-5D districts, the residential district equivalent is an R7D district. As a result, any residences within the C4-5D district must comply with the R7D bulk regulations and, where inclusionary housing is mapped, with the mandatory affordable housing requirements pursuant to the MIH program. C4-5D districts permit a maximum residential FAR of 5.6, when mapped with inclusionary housing. Where inclusionary housing is mapped and on narrow streets, C4-5D districts permit a maximum street wall height of 95 feet, above which the building must be set back, may rise to a maximum height of 125 feet, and have a maximum of 12 stories. A building setback of 10 feet is required on wide streets and 15 feet on narrow street. Off-street parking would be optional for residential uses.

Proposed M1-3A/R7D (Existing M1-1 and R7A/C2-4 Districts)

M1-3A/R7D districts are proposed for approximately nine partial blocks in two areas:

- *An area roughly bounded by Washington Avenue to the west, Classon Avenue to the east, Atlantic Avenue to the north, and Bergen Street to the south, generally located along the frontage of Grand Avenue between Atlantic Avenue and Bergen Street to a depth of 100 feet from Grand Avenue.*
- *An area roughly bounded by Grand Avenue to the west, Franklin Avenue to the east, Atlantic Avenue to the north, and Bergen Street to the south, generally located along the frontage of Classon Avenue between Atlantic Avenue and Bergen Street to a depth of 100 feet from Classon Avenue.*

M1-3A/R7D is a mixed-use district that pairs M1-3A, a manufacturing district that supports a mix of commercial and industrial uses, with R7D, a medium-density contextual residential district that would allow residential uses and community facility uses and is designed to produce Quality Housing buildings. Mixed Use zoning districts also have special regulations that enable residential and certain industrial uses to be located either side by side or within the same building. R7D districts permit a maximum residential FAR of 5.6, when mapped with inclusionary housing, an FAR for commercial and industrial uses up to 4.0, and an FAR for community facility up to 4.2. Where inclusionary housing is mapped and on narrow streets, R7D districts permit maximum street wall height of 95 feet, above which the building must be

set back, may rise to a maximum height of 125 feet, and have a maximum of 12 stories. A building setback of 10 feet is required on wide streets and 15 feet on narrow street. Like other residential districts, the R7D district requires a 30 feet rear yard for residential portions of any building. Off-street parking would be optional for residential uses.

Proposed M1-4A/R9A (Existing M1-1 District)

M1-4A/R9A districts are proposed for approximately one partial block in one area:

- *An area roughly bounded by Classon Avenue to the west, Franklin Avenue to the east, Atlantic Avenue to the north, and Pacific Street to the south, generally located along the southern frontage of Atlantic Avenue to a depth of 100 feet.*

M1-4A/R9A is a mixed-use district that pairs M1-4A, a manufacturing district that supports a mix of commercial and industrial uses, with R9A, a high-density contextual residential district that would allow residential uses and community facility uses and is designed to produce Quality Housing buildings. Mixed Use zoning districts also have special regulations that enable residential and certain industrial uses to be located either side by side or within the same building. M1-4A/R9A districts permit a maximum residential FAR of 9.02, when mapped with inclusionary housing, an FAR for commercial and industrial uses up to 5.01, and an FAR for community facility up to 7.5. Where inclusionary housing is mapped, R9A districts permit maximum street wall height of 135 feet, above which the building must be set back, may rise to a maximum height of 185 feet, and have a maximum of 18 stories. A building setback of 10 feet is required on wide streets and 15 feet on narrow street. Like other residential districts, the R9A district requires a 30 feet rear yard for residential portions of any building. Off-street parking would be optional for residential uses.

Proposed C6-3A (Existing M1-1 and C6-2A Districts)

C6-3A districts are proposed for approximately 10 partial blocks in one area:

- *An area roughly bounded by Vanderbilt Avenue to the west, Nostrand Avenue to the east, Atlantic Avenue, Brevoort Place, and Herkimer Street to the north, and Pacific Street to the south, and with frontage generally along Atlantic to a depth of 100 feet.*

C6-3A is a high-density commercial district that allows a range of commercial uses as well as residential and community facility uses. C6-3A districts permit a maximum commercial FAR of 6.0 and a community facility FAR of 7.5. C6-3A districts permit, as-of-right, retail, and commercial uses in Use Groups 5, 6, 8, 9, 10, and 12. These use groups include retail, offices, business services, larger retail establishments such as department stores, and some entertainment uses. For C6-3A districts, the residential district equivalent is an R9A district. As a result, any residences within the C6-3A district must comply with the R9A bulk regulations and, where inclusionary housing is mapped, with the mandatory affordable housing requirements pursuant to the MIH program. C6-3A districts permit a maximum residential FAR of 9.0, when mapped with inclusionary housing. Where inclusionary housing is mapped and on narrow streets, C6-3A districts permit a maximum street wall height of 135

feet, above which the building must be set back, may rise to a maximum height of 185 feet, and have a maximum of 18 stories. A building setback of 10 feet is required on wide streets and 15 feet on narrow street. Off-street parking would be optional for residential uses.

Proposed R7-2 (Existing R6A and R6B Districts)

R7-2 districts are proposed for approximately one block in one area:

- *An area roughly bounded by Halsey Street to the north, Macon Street to the south, Nostrand Avenue to the west and Marcy Avenue to the east, and with frontage along the entire western portion of the block.*

R7-2 is a medium-density non-contextual residential district that would allow residential uses of all types and community facility uses. R7-2 districts permit a maximum residential FAR of 4.6 when mapped with inclusionary housing and a maximum FAR for community facility up to 6.5. Where inclusionary housing is mapped, R7-2 districts permit a maximum street wall height of 75 feet, above which the building must be set back, may rise to a maximum height of 135 feet, and have a maximum of 13 stories. A building setback of 10 feet on wide streets and of 15 feet on narrow streets is required. Like other residential districts, R7-2 districts require a 30 feet rear yard for residential portions of any building. Off-street parking is required for 50 percent of the dwelling units in the building. For income-restricted housing units (IRHU), there are no parking spaces required inside the Transit Zone.

Proposed M1-3A (Existing M1-1 District)

M1-3A districts are proposed for approximately one partial blocks in one area:

- *An area roughly bounded by Franklin Avenue to the west, Bedford Avenue to the east, Atlantic Avenue, to the north, and Pacific Street to the south.*

M1-3A is a manufacturing districts that allows a range of commercial, industrial, and community facility uses. M1-3A districts permit a maximum FAR of 4.0 for commercial and industrial uses and a maximum FAR of 4.0 for community facility uses. Buildings may rise to a maximum base height of 95 feet and a maximum building height of 125 feet.

Proposed C2-4 Commercial Overlay

C2-4 commercial overlays are proposed to be mapped over portions of an existing R6A district and proposed R7A district. The proposed rezoning would establish a new C2-4 overlay along the east and west frontages of Classon Avenue between Dean Street and Bergen Street where a C1-3 overlay was mapped prior to the approval of the 2013 Crown Heights West Rezoning. In addition, a C2-4 overlay would be established in a proposed R7A district on the eastern frontage of Franklin Avenue between Dean Street and Pacific Street. A C2-4 overlay will be paired with the R6A and R7A districts in order to bring existing ground floor commercial uses into conformance with zoning and allow additional commercial uses to occupy space and expand. The affected areas are as follows:

- Portions of two blocks bounded by Dean Street to the north, Bergen Street to the south, Grand Avenue to the west, and Franklin Avenue to the east, along the east and west frontages of Classon Avenue between Bergen Street and Dean Street to a depth of 100 feet.
- Portion of one block bounded by Pacific Street to the north, Dean Street to the south, Franklin Avenue to the west, and Bedford Avenue to the east.

C2-4 commercial overlays allow for up to 2.0 FAR of local retail uses in stand-alone commercial buildings or on the ground floor of mixed-use buildings. C2-4 allows uses listed in Use Groups 1-9 and 14, which include a wide range of neighborhood commercial uses including retail and services, as well as small-scale entertainment and production uses". For general commercial uses, as listed in PRC-B, one off-street parking space is required for every 1,000 sf of floor area.

Special Atlantic Avenue Mixed Use District

A special purpose district known as the Special Atlantic Avenue Mixed Use District would be mapped largely coterminous with the Project Area. The proposed special purpose district is described in more detail below as part of the related action to amend the zoning text and establish the proposed special purpose district.

Proposed Zoning Text Amendments

The Department of City Planning proposes a series of text amendments to facilitate the land use objectives and the Atlantic Avenue Mixed-Use Plan. The following is a list and description of the proposes text amendments:

Special Atlantic Avenue Mixed Use District

A special purpose district known as the Special Atlantic Avenue Mixed Use District would be mapped largely coterminous with the Project Area. The proposed special purpose district would establish a framework around Atlantic Avenue and neighboring blocks, to

- promote the growth of housing and employment centers around transit and foster an adequate range of services and amenities for residents, workers, and visitors;
- ensure a lively and attractive streetscape along Atlantic Avenue and other major corridors; and
- support a mix of residential, commercial, community facility, and light industrial uses.

To achieve this, a series of modifications to a range of underlying zoning provisions are proposed, as follows:

Use Regulations

To create an attractive and pedestrian-friendly environment, provide space for jobs, and enhance activity along major corridors, the special purpose district would require non-

residential uses along the ground floors to a depth of 30 feet. This requirement would serve to foster an active street frontage with glazing and transparency for businesses that occupy space in new developments. Absent the modification, residential uses could be located at the ground floor, which would be an undesirable location for those living on such a busy thoroughfare. In paired industrial/residential districts where light industrial and residential uses are located in the same or adjacent buildings, the Special District would require the submission of a Restrictive Declaration to allow flexibility for the uses to coexist while protecting residents from air contaminants, odors, vibrations, or noise associated with the industrial use. These regulations would adapt lessons-learned from the 803 Rockaway Avenue rezoning (200056ZMK, N200057ZRK).

Further, the modification would also prevent blank wall conditions for non-residential uses, which can result in an unattractive streetscape condition. Atlantic Avenue and Bedford Avenue would be designated as Tier C frontages pursuant to the recently adopted City of Yes for Economic Opportunity text amendment, and north/south corridors Grand Avenue and Classon Avenue would be designated as Tier B frontages but would still be required to provide nonresidential ground floor uses.

As part of the special purpose district, manufacturing districts would be paired with residential districts in a few locations. Such a pairing of zoning districts typically necessitates a designation of a Special Mixed Use (MX) District. Rather than being a separate, individually designated MX district, these districts and their mixed-use regulations would be incorporated into the proposed special purpose district. In addition, M1-1A/R6B and M1-2A/R6A districts would include a floor area incentive of approximately 0.6 and 1.1 FAR respectively to encourage the development of mixed-use buildings with one- to two- non-residential floors, as well as greater flexibility in the bulk envelope. The special purpose district would also update previously approved MX districts that overlap with the Project Area.

Street Wall and Bulk Regulations

To enhance the streetscape experience for pedestrians and ensure there is sufficient space for various users of the sidewalk, the special purpose district would require the street wall of new developments to setback such that the minimum sidewalk width on Atlantic and Bedford Avenues is 20 feet, unless the required setback is more than 5 feet. a Without the special purpose district, the underlying zoning would require a development's street wall to locate at the street line. The special purpose district would also update previously approved street wall location regulations that apply along the portion of Atlantic Avenue and surrounding streets overlapping with the Project Area.

In addition, due to block frontages along Atlantic Avenue being 800 feet in length, new developments with more than 100 feet of frontage will be required to provide recesses, projections or other features that articulate the façade. In the absence of the special purpose district, larger developments with frontage along Atlantic Avenue could have a sheer, continuous wall up to the minimum base height with minimal articulation.

Within the special purpose district, two manufacturing districts paired with residential districts would modify underlying bulk regulations to allow for taller mixed-use buildings or standalone non-residential buildings, as well as allow more flexibility for rear yard obstructions to better support two floors of non-residential uses. M1-1A/R6B would allow a maximum FAR of 3.0, maximum base height of 65 feet, and maximum building height of 95 feet for mixed-use buildings (versus an FAR of 2.4, base height of 45 feet, and maximum height of 65 feet for residential-only buildings). M1-2A/R6A would allow a maximum FAR of 5.0, maximum base height of 95 feet, and maximum building height of 125 feet for mixed-use buildings (versus an FAR of 3.9, base height of 65 feet, and maximum height of 95 feet for residential-only buildings). Additionally, to accommodate the future development near the Franklin Avenue shuttle, including on a parcel of land (Block 1126, Lots 32 and 57) owned and operated by MTA, the special purpose district would modify bulk regulations to allow greater flexibility in the bulk envelope on these irregular and uniquely dimensioned sites.

Additionally, with the special purpose district, certain commercial districts would modify underlying bulk regulations on lots with no rear yards. To accommodate the unique conditions along Herkimer Place and Atlantic Avenue, the special purpose district would modify bulk regulations to ensure a majority of the bulk on future developments be anchored towards Atlantic Avenue, allowing a transition in height to the North. In the absence of the special purpose district, the bulk could be shifted to Herkimer Place creating a stark difference in height and density transitions to the North.

Open Space Incentive
In order to create opportunities for publicly-accessible open space, the special district would include a CPC authorization to allow developments in R9 equivalent districts to access the ZRs floor area bonus for on-site public plazas. The underlying public plaza program (Section 37-70) allows bonuses at these densities but not in AAMUPs specific zoning districts which have street wall and maximum building height requirements. The typical 20 percent maximum bonus would apply, and the bonus ratio would be 4:1, like in equivalent zoning districts (C6-3). The authorization would be available for zoning lots greater than 25,000 square feet and would allow modification of street wall and maximum height requirements to accommodate the plaza and bonus floor area, further helping break up the long-block frontages of Atlantic Avenue. In addition, the authorization would allow modifications to the plaza design requirements to encourage spaces that reflect the mixed-use character of the area.

Parking and Loading Requirements
With the special purpose district and in alignment with the City of Yes for Housing Opportunity text amendment, off-street parking would be allowed but not required for residential uses, to support a vision where residents and workers can safely walk, bicycle, or use public transit as their primary modes of transportation, reducing curb cuts and potential conflicts between transportation modes. Moreover, off-street parking can pose constraints on development, expansions, and conversions, both financially and physically, as parking spaces compete for non-residential space on the ground floor and greatly add to the costs of a development, especially if parking is built below grade in cellar levels.

Mandatory Inclusionary Housing
Amendment to Appendix F adding the proposed R7A, R7-2, R7D, C6-3A, M1-1A/R6B, M1-2A/R6A, M1-3A/R7D, M1-4A/R9A, C4-3A, C6-3X, and C4-5D districts to the list and maps of Mandatory Inclusionary Housing Areas.

The proposed R6A, R7A, R7D, R7-2, C6-3A, M1-1A/R6B, M1-2A/R6A, M1-3A/R7D, M1-4A/R9A, C4-3A, C6-3X, and C4-5D zoning districts would be mapped as Mandatory Inclusionary Housing Areas setting mandatory affordable housing requirements pursuant to the MIH program to require a share of new housing to be permanently affordable where significant new housing capacity would be created. The proposed MIH areas would also consolidate maps from previously approved private applications within the Project Area.

The MIH program requires permanently affordable housing within new residential developments, enlargements, and conversions from non-residential to residential use within the mapped “Mandatory Inclusionary Housing Areas” (MIH Areas). The program requires permanently affordable housing set asides for all developments over 10 units or 12,500 zoning sf within the MIH Areas or, as an additional option for developments below 25 units and 25,000 sf, a payment into an Affordable Housing Fund.

The MIH program includes two primary options that pair set-aside percentages with different affordability levels to reach a range of low and moderate incomes while accounting for the financial feasibility tradeoff inherent between income levels and size of the affordable set-aside. Option 1 requires 25 percent of residential floor area to be for affordable housing units for households with incomes averaging 60 percent of the Area Median Income (AMI). Option 1 also includes a requirement that 10 percent of residential floor area be affordable at 40 percent of AMI. Option 2 requires 30 percent of residential floor area to be for affordable to households with an average of 80 percent of AMI. Additionally, an Option 3 could also be applied in conjunction with Options 1 or 2. Option 3, also known as the “Deep Affordability” option, requires that 20 percent of the residential floor area be affordable to residents at 40 percent AMI. Unlike the standard MIH program where Option 3 must be mapped in conjunction with Option 1 or 2, in the AAMUP Special District Option 3 would be permissible as a standalone option. The City Council and CPC could apply an additional Option 4, known as the “Workforce” option, for markets where moderate- or middle-income development is marginally financially feasible without subsidy. This requires a 30 percent set-aside at AMIs averaging 115 percent and does not allow public funding.

Proposed Site-Specific Actions

The proposed site-specific actions, including designation of Urban Development Action Areas (UDAA), approval of Urban Development Action Area Projects (UDAAP), acquisition, and disposition of City-Owned properties, will facilitate the redevelopment of four City-owned sites and an individual site owned by the nonprofit organization Acacia Network, as summarized below:

Dean Park Edge/Proposed Development 1

UDAA/UDAAP: Development Site 1 (Block 1136, Lots 29, 32, 33, 34, 35) consists of underutilized property which tends to impair or arrest the sound development of the surrounding community, with or without tangible physical blight. Incentives are needed in order to induce the correction of these substandard, insanitary, and blighting conditions. The project activities would protect and promote health and safety and would promote sound growth and development. The development site is therefore eligible to be an Urban Development Action Area and the proposed project is therefore eligible to be an Urban Development Action Area Project pursuant to Article 16 of the General Municipal Law.

Disposition of City Property: Development Site 1 is proposed for disposition to a sponsor to be selected by HPD.

Bergen Green/Proposed Development 2

UDAA/UDAAP: Development Site 2 (Block 1143, Lot 25) consists of underutilized property which tends to impair or arrest the sound development of the surrounding community, with or without tangible physical blight. Incentives are needed in order to induce the correction of these substandard, insanitary, and blighting conditions. The project activities would protect and promote health and safety and would promote sound growth and development. The development site is therefore eligible to be an Urban Development Action Area and the proposed project is therefore eligible to be an Urban Development Action Area Project pursuant to Article 16 of the General Municipal Law.

Disposition of City Property: Development Site 2 is proposed for disposition to a sponsor to be selected by HPD.

Acquisition of property by the City: The City proposes to reacquire a portion of Development Site 2 (Block 1143, Lot 25) for replacement parking for use by HPD.

457 Nostrand/Proposed Development 3

Disposition of City Property: Development Site 3 (Block 1844, Lot 1) is proposed for disposition to a sponsor to be selected by HPD.

1134 Pacific/Proposed Development 4

Acquisition of property by the City: The City proposes to acquire Development Site 4 (Block 1205, Lots 11, 14, 111)

Disposition of City Property: Development Site 4 is proposed for disposition to a sponsor to be selected by HPD.

1110 Atlantic Avenue/Proposed Development 5

Disposition of City-owned property: Development Site 5 (Block 1126, Lot 32) is proposed for disposition.

Acquisition of private property by the City: The City proposes to reacquire a portion of Lot 32 on Block 1126 (Development Site 5) for the MTA's use.

5. CONCLUSION

The New York Department of City Planning is proposing a series of land-use actions, including zoning map amendments, acquisition, disposition of City-owned property and Urban Development Action Area (UDAA) designation and Urban Development Action Area Project (UDAAP) approval, and zoning text amendments (including the mapping of a Special District and Mandatory Inclusionary Housing to ensure affordable housing is part of any future development), to facilitate the implementation of a multi-year planning process conducted in the Crown Heights, Bedford-Stuyvesant, and Prospect Heights neighborhoods of Brooklyn in partnership with local stakeholders and other city agencies. In the most direct sense, these actions would address the existing M1-1 zoning district mapped along the Atlantic Avenue corridor, which has been in place in 1961. This zoning district reflects a vision of Atlantic Avenue as a suburban-style, auto-centric corridor with low-slung buildings, repair shops, gas stations, garages, and no new housing allowed — in short, a vision of Atlantic Avenue as a place to pass through en route to somewhere else.

In a broader sense, however, these actions would respond to both the challenges and opportunities that have arisen in central Brooklyn over the last several decades. During that time, the citywide and regional housing crisis has hit Crown Heights, Bedford-Stuyvesant, and Prospect Heights with particular force, with skyrocketing demand for housing in Central Brooklyn occurring in tandem with a large reduction in the Black non-Hispanic population and rise in the White non-Hispanic and Asian populations. This has led to tremendous pressure on the existing housing stock with tenants particularly vulnerable to landlord harassment, rising rents, and involuntary displacement. The Project Area has produced a significant amount of new homes during this period, but most of them have been created via discretionary private rezonings, without the benefit of a coordinated, overreaching plan for the area that unites new housing with strategic improvements to infrastructure, services, and the public realm. The industrially zoned land along the Atlantic Avenue corridor also continues to host thousands of well-paying jobs accessible to local residents without a college degree.

The Proposed Actions seek to accomplish the following land use objectives:

- Implement community-identified priorities for housing, services, and job growth, and reinforce proposed investments into community amenities and the streetscape.

- Allow for new housing where appropriate, and require permanently affordable housing in new residential developments.
- Reinforce the area as a local job hub that serves surrounding neighborhoods and new residents and promotes a walk-to-work environment.
- Ensure the area evolves into a mixed-use neighborhood that supports new housing and space for local retail, community facilities and services, and commercial and light industrial uses.
- Encourage the investment in, and expansion of, loft-style buildings to help the growth of job-dense uses in appropriate locations.
- Strengthen the quality of the Atlantic Avenue streetscape, improve safety along the corridor and at key intersections, enhance the pedestrian experience along the sidewalk, and find opportunities for publicly accessible open space for existing and future residents.
- Support active ground floor uses along key corridors, including Atlantic Avenue, Grand Avenue, Classon Avenue, and Bedford Avenue.
- Create special zoning rules to improve urban design and accommodate unique development conditions.

Approval of these actions is necessary because existing land use and zoning patterns in the Project Area do not sufficiently respond to the demonstrated need for new housing that would both welcome new residents to this area and take pressure off longtime neighborhood residents living in existing housing stock. During the early 2000s, a series of contextual rezonings near the Project Area resulted in the preservation of the low-rise, brownstone-based urban form beloved by residents and visitors alike. However, these rezonings also had the effect of inhibiting growth on interior residential blocks, leaving few outlets for large-scale housing growth. The rezoning of a completely underutilized corridor unlocks the potential for neighborhood growth while leaving traditional residential neighborhoods nearby intact. Without the Proposed Actions, development in this area would continue, albeit in a piecemeal manner, and without the benefits to street safety, transportation infrastructure, access to local good-paying jobs, and the public realm that this plan would bring to bear. Moreover, without the Proposed Actions the area would continue to see too many people competing for too few homes, with the result being continued cycles of displacement and demographic turnover.

Finally, approval of these actions would represent the culmination of a longstanding neighborhood-wide planning effort that began more than a decade ago with the MCROWN planning effort, which resulted in a 2018 DCP framework, and the most recent AAMUP effort, which resulted in a Community Vision and Priorities report issued in summer 2023 after dozens of meetings with local stakeholders, working groups, and community members. Zoning changes are always controversial and highly contested, but there has been wide consensus in central Brooklyn, from Community Boards and industrial-development advocates to elected officials, that the current path of the Atlantic Avenue corridor is untenable and must change. The Proposed Actions are the Department of City Planning's

best attempt to channel the broader Central Brooklyn community's views about how and where those changes should take place, laying the path for an equitable, sustainable neighborhood where all people, regardless of background or length of time living in the neighborhood, can live, work, and play.