132 Melrose Street Rezoning
Brooklyn, NY 11206

February 23, 2026

1. Introduction

Melrose Towers Corp. (the "**Applicant**") seeks approval for a zoning map amendment and zoning text amendment to a portion of Melrose Street (comprised of Block 3162, Lots 20, 21, 22 and part of Lots 19 and 23 (the "**Proposed Project Area**") in the Bushwick neighborhood of Brooklyn within Community District 4. The Applicant seeks to develop a single 24,653 square foot (3.89 FAR) mixed-use residential and commercial building (the "**Proposed Development**") on Lots 21, 22, and 23 (the "**Proposed Development Site**").

In order to accomplish the Proposed Development, the Applicant proposes: (1) a zoning map amendment of the Proposed Project Area from an M1-1 to an M1-2A/R6A (MX-22) zoning district; and (2) a zoning text amendment to modify Appendix F of the Zoning Resolution to add the Project Area as a Mandatory Inclusionary Housing ("**MIH**") area (collectively, the "**Proposed Actions**").

The Proposed Development would contain approximately 6,582 GSF (6,329 ZSF, 1.0 FAR) of local retail and 19,607 GSF (18,324 ZSF, 2.9 FAR) of residential uses on the upper floors. The Proposed Development would result in eighteen (18) dwelling units, five (5) of which would be permanently affordable at an average of sixty percent (60%) AMI pursuant to MIH Option 1. The Proposed Development would have six (6) stories and rise to sixty-five (65) feet. The Proposed Development does not include any parking and no new curb cuts are proposed.

2. Background

The Proposed Development Site is located within an M1-1 zoning district that was designated in the December 15, 1961 version of the Zoning Resolution, and has not been rezoned since.

<u>West Bushwick Urban Renewal Plan and West Bushwick Urban Renewal Area (2001)</u>

The West Bushwick Urban Renewal Plan (C 010593 HUK), along with related zoning map (C 010594 ZMK) and Urban Development Action Area Project ("**UDAAP**") (C 010595 HAK) applications, was approved by the City Planning Commission on August 22, 2001. The West Bushwick Urban Renewal Area is generally bound by Flushing, Evergreen, and Bushwick Avenues and Jefferson Street in Brooklyn Community District 4. The actions included a zoning map amendment to rezone an approximately 10-acre area from an M1-1 zoning district to R7-2 and R7-2/C2-4 zoning districts. The Urban Renewal Plan designated ten (10) Urban Renewal Sites to facilitate the development of up to 460 new affordable housing units, commercial spaces, open spaces, and community facilities. The area included land formerly occupied by the Rheingold brewery.

Special Enhanced Commercial District (EC-4) along Broadway (2012)

On September 5, 2012, the City Planning Commission approved a zoning text amendment (N 120295 ZRK) and related zoning map amendment (C 120294 ZMK) to establish the Special Enhanced Commercial District 4 (EC-4). The EC-4 District was established along Broadway, generally between Flushing Avenue and Monroe Street in Brooklyn. The goal of the district is to promote and maintain a lively and engaging pedestrian experience along commercial avenues. To achieve this, the EC-4 District regulations limit the ground floor presence of inactive street wall frontages. The regulations also impose special requirements regarding ground floor transparency, the location of parking spaces, and curb cuts to ensure that the majority of ground floor space is occupied by commercial establishments that enliven the pedestrian experience.

Bedford-Stuyvesant North Rezoning (2012)

On October 11, 2012, the City Council adopted the Bedford-Stuyvesant North Rezoning (C 120294 ZMK, N 120295 ZRK, N 120296 ZRY). The rezoning affected an approximately 140-block area in Brooklyn Community District 3 generally bound by Lafayette Avenue and Quincy Street to the south, Classon and Franklin Avenues to the west, Broadway to the east, and Flushing Avenue to the north. The actions replaced existing non-contextual zoning districts with contextual zoning districts (R6A, R6B, R7A, R7D) and a new C4-4L regional commercial district tailored for corridors with elevated train lines. The purpose of the rezoning was to preserve the scale of the neighborhood's residential core while allowing for modest residential growth and affordable housing incentives along major commercial and transit corridors, such as Broadway, Myrtle Avenue, and Bedford Avenue. Additionally, the actions established an Enhanced Commercial District along Broadway to reinforce commercial character and improve the pedestrian environment, as well as mapped new Inclusionary Housing Areas to incentivize the creation of affordable housing.

Rheingold Rezoning (2013)

There was a recent rezoning in the Surrounding Area (as hereinafter defined), the Rheingold Rezoning (C070250MMK, C080322ZMK, N110179ZRK, effective December 10, 2013), which is located directly north across Melrose Street from the Proposed Development Site. The Rheingold Rezoning rezoned approximately five and a half blocks in Brooklyn Community District 4 from M1-1 to R6A, R6A/C2-4, R7A, and R7A/C2-4 and from M3-1 to M1-2, for a mixed-use residential and commercial development. The Rheingold Rezoning encompassed an area of approximately 623,080 SF bounded by Flushing Avenue on the north, Evergreen Avenue on the east, Melrose Avenue on the south, and Stanwix, Beaver, and Garden Streets to the west.

930 Flushing Avenue Acquisition (2017)

On September 19, 2017, the City Planning Commission approved an application (C 170352 PQK) submitted by New York City Emergency Management ("**NYCEM**") and the Department of Citywide Administrative Services ("**DCAS**") for the acquisition of property located at 930 Flushing Avenue (Block 3140, Lot 1). The acquisition facilitated the expanded use of an existing warehouse for storage and backup emergency operations. While NYCEM previously leased

approximately 96,600 square feet of the facility, this action allowed the agency to acquire and use the remaining space for a total of 303,600 square feet to centrally locate critical emergency equipment and build out a backup Emergency Operations Center. The site is located within an M1-2 zoning district.

Bushwick Neighborhood Plan (2019)

The Department of City Planning ("**DCP**")-proposed Bushwick Neighborhood Plan also has the potential to affect the surrounding area and the Proposed Development Site. Released in 2019, the Bushwick Neighborhood Plan proposes zoning map amendments and zoning text amendments that would affect a 300-block section of Brooklyn Community District 4, including the Proposed Development Site. The Plan proposes to rezone the subject block to Special Mixed Use Districts similar to that proposed by the Applicant, with the Proposed Development Site specifically envisioned to be zoned R6A/M(3). The Bushwick Neighborhood Plan is the result of community planning and seeks to preserve and create affordable housing and invest in neighborhood infrastructure and programming. While the Bushwick Neighborhood Plan has been on hold since July 2019, it is evident that the Applicant's proposal directly aligns with the future vision of the neighborhood as crafted by the community and DCP.

FRESH II Zoning Text Amendment (2021)

On October 20, 2021, the City Planning Commission adopted the FRESH II Zoning Text Amendment (N 210380 ZRY). The amendment modified Article VI, Chapter 3 of the Zoning Resolution to expand the Food Retail Expansion to Support Health ("**FRESH**") program to additional underserved neighborhoods and update various requirements to make the program more effective. Originally established in 2009, the FRESH program provides zoning and financial incentives to encourage the development and retention of convenient, accessible stores that provide fresh meat, fruit, and vegetables. The 2021 text amendment expanded the eligible areas to eleven additional Community Districts across the Bronx, Brooklyn, Queens, and Staten Island based on an updated Supermarket Needs Index. Additionally, the amendment introduced a mechanism to prevent the oversaturation of FRESH supermarkets by limiting the amount of additional residential floor area generated by the program within a half-mile radius, waived glazing requirements for conversions of existing buildings, and modified parking regulations for lower-density districts.

54 Noll Street FRESH Certification (2021)

Additionally, in 2021, Brooklyn Community Board 4 approved a Zoning Certification (N210159ZCK) for a FRESH food store located at 54 Noll Street, between Stanwix Street and Evergreen Avenue. The certification, pursuant to ZR Section 63-30, facilitated the development of a 13,896 SF FRESH food store in the ground floor of an eight-story mixed-use residential and commercial development.

18 Stanwix Street Variance (2025)

The Board of Standards and Appeals ("**BSA**") recently granted a variance (Calendar No. 2017-262-BZ) for the property located at 18 Stanwix Street, on the same block as the Proposed

Development Site (Block 3162, Lot 7). The variance, granted under Section 72-21 of the Zoning Resolution, permits the development of a three-story, plus cellar, six-unit, residential building in an M1-1 zoning district, contrary to use requirements. The BSA found that there would be practical difficulties or unnecessary hardship in complying strictly with applicable zoning regulations due to the unique physical conditions of the site.

3. Description of the Surrounding Area

The area within 600 feet of the Proposed Development Site (the "**Surrounding Area**") is located in the western portion of the Bushwick neighborhood in Brooklyn Community District 4 and contains a varied mix of industrial, commercial, and residential uses. Much of the Surrounding Area continues to support historic light industrial and manufacturing functions. These include warehouses and distribution centers, wholesale storage facilities, woodworking and fabrication shops, contractor yards, vehicle repair and autobody establishments, and similar uses. Industrial buildings in this portion of Bushwick are typically one or two stories in height and often include accessory surface parking. These uses remain concentrated within the M1-1 and M3-1 districts that frame the northern and eastern edges of the Surrounding Area.

Residential and mixed-use buildings are distributed throughout the Surrounding Area and introduce a different built character. Directly across Melrose Street from the Proposed Development Site is Denizen Bushwick, a large mixed-use development completed in 2019. The project includes two buildings that rise to eight and nine stories, respectively, and contain a total of 911 dwelling units, approximately twenty (20) percent of which are permanently affordable. Denizen Bushwick includes several active ground floor commercial uses, including a FRESH grocery store, coffee shop, and dog groomer. The development occupies the former Rheingold Brewery site and was made possible by the 2013 Rheingold Rezoning, which established new R6A, R7A, and mixed-use districts to enable mid-rise residential and commercial redevelopment. Its height, massing, and design lend to a contemporary built form along this section of Melrose Street.

The residential blocks south of the Proposed Development Site, particularly along Jefferson Street, consist primarily of three- and four-story multifamily residential walk-up buildings as well as two- and three-story one- and two-family homes. Lots 19 and 20 within the Project Area contain three-story residential walk-up buildings constructed in 1931, which reflect the older residential housing stock of Bushwick with narrow lot frontages and uniform rooflines. Throughout the broader neighborhood, more recent infill and mixed-use developments generally rise between six and eight stories where zoning permits, contributing to an increasingly varied built environment.

Several major corridors pass through the Surrounding Area. Bushwick Avenue is located nearby and functions as a primary north to south corridor connecting Broadway Junction to East Williamsburg. It contains a mix of residential and commercial buildings that generally range from three to six stories in height and accommodates moderate commercial and truck traffic. Flushing Avenue is located to the north and supports a concentration of industrial and distribution uses within one- to three-story warehouses. Broadway, located several blocks to the west and southwest, is one of Bushwick's principal commercial thoroughfares and is lined with continuous

ground floor retail beneath the elevated J, M, and Z subway lines. Local streets including Evergreen Avenue, Noll Street, Jefferson Street, and Stanwix Street transition between industrial and residential blocks and support buildings that range from three to eight stories depending on zoning and lot depth.

Transit access in the Surrounding Area includes the Central Avenue MTA subway station on the M line, located approximately 0.5 miles north of the Proposed Development Site. The Myrtle Avenue station, served by the J, M, and Z lines, is located approximately 0.6 miles southwest of the Site. Together, these stations provide direct access to Midtown Manhattan, Lower Manhattan, and Eastern Queens. Local bus service along Bushwick Avenue and Flushing Avenue provides additional connectivity.

Community facilities and institutional uses are present throughout the Surrounding Area. Green Central Knoll Park, located approximately 0.1 miles north of the Site, contains a playground and softball field and provides passive and active recreation opportunities for neighborhood residents. The historic William Ulmer Brewery, a designated New York City Landmark located within the broader industrial corridor, reflects Bushwick's significant nineteenth century brewing and manufacturing history. Other notable historic structures including 670 Bushwick Avenue, known as the Lipsius-Cook Mansion, contribute to the architectural character of adjacent blocks. Public schools, houses of worship, and smaller community-based institutions are also interspersed throughout the residential portions of the Surrounding Area.

Existing Zoning Districts Within the Surrounding Area

Zoning within the Surrounding Area consists of residential districts such as R6, R6A, R7A, and R7-2, together with manufacturing districts including M1-1 and M3-1. These districts collectively support a range of building typologies that include one- and two-story industrial structures, three- and four-story residential walkup buildings, and mid-rise mixed-use buildings between six and eight stories. This mix of uses and building scales reflects both the industrial history of this portion of Bushwick and its ongoing transition toward mixed-use and residential redevelopment.

R6 zoning districts allow all housing types at a maximum FAR of up to 2.43 (Height Factor), 3.0 on wide streets and 2.2 on narrow streets (Standard Residential Zoning Lots), or 3.9 (Qualifying Affordable Housing/Qualifying Senior Housing). R6 zoning districts allow for the option of standard/contextual or Height Factor zoning regulations. Buildings developed under height factor zoning permit the development of residential and community facility buildings with no fixed height limits or building envelopes, and are instead regulated by a sky exposure plane and open space ratio after a maximum base height of 60 feet. Residential development under the standard/contextual regulations have a maximum building height of 75 feet on wide streets or 55 feet on narrow streets. If developing Qualifying Affordable Housing or Qualifying Senior Housing, the maximum building height is increased to 95 feet on wide streets or 85 feet on narrow streets with a setback required after 65 feet. In the Outer Transit Zone, where the Proposed Development Site is located, off-street parking is required for 25 percent of the standard dwelling units and no parking is required for income-restricted units. In R6 zoning districts, the off-street parking requirement is waived if 15 or fewer spaces are required.

Standard/contextual bulk regulations are mandatory in R6A zoning districts. The maximum FAR in R6A districts is 3.00 for standard/contextual buildings with a maximum building height of 75 feet, and 3.90 for Qualifying Affordable Housing or Qualifying Senior Housing buildings with a maximum building height of 95 feet. In the Outer Transit Zone, where the Proposed Development Site is located, off-street parking is required for 25 percent of the standard dwelling units and no parking is required for income-restricted units. In R6A zoning districts, the off-street parking requirement is waived if 15 or fewer spaces are required.

R7-2 zoning districts allow all housing types at a maximum FAR of up to 3.44 (Height Factor), 4.00 along wide streets or 3.44 along narrow streets (Standard Residential Zoning Lots), or 5.01 (Qualifying Affordable Housing/Qualifying Senior Housing). R7-2 zoning districts also offer the choice between Height Factor and standard/contextual regulations. Under Height Factor regulations, the permissible height of buildings is determined by a sky exposure plane and a property's open space ratio, but all buildings must setback after 60 feet. Residential development under the standard/contextual regulations have a maximum building height of 75 feet on narrow streets, or 85 feet on wide streets. If developing Qualifying Affordable Housing or Qualifying Senior Housing, the maximum building height is increased to 115 feet along wide streets or 105 feet along narrow streets, with a setback required after 85 feet. In the Outer Transit Zone, off-street parking is required for 25 percent of the standard dwelling units in R7-2 districts. No parking is required for income-restricted units. For R7-1 zoning districts, the off-street parking requirement is waived if 15 or fewer spaces are required.

The maximum FAR in R7A districts is 4.00 for Standard Residential Zoning Lots with a maximum building height of 85 feet, and 5.01 for Qualifying Affordable Housing or Qualifying Senior Housing buildings with a maximum building height of 115 feet. In the Outer Transit Zone, off-street parking is required for 15 percent of the standard dwelling units in R7A districts. No parking is required for income-restricted units. For R7A zoning districts, the off-street parking requirement is waived if 15 or fewer spaces are required.

M1 zoning districts typically include light industrial uses, such as woodworking shops, repair shops, and wholesale service and storage facilities. The maximum FAR in M1-1 districts for any given lot area is 1.00. This number is increased to 2.40 for any community facility use in M1-1 districts. Off-street parking requirements in M1-1 districts vary dependent upon the use.

M3 zoning districts typically include power plants, solid waste transfer facilities and recycling plants, and fuel supply depots. The maximum FAR in M3-1 districts is 2.00. M3-1 districts are subject to the same parking requirements as M1-1 districts.

4. Description of the Proposed Project Area

The Proposed Project Area comprises Lots 20, 21, and 22, and part of Lots 19 and 23 of Block 3162 in the Bushwick neighborhood of Brooklyn Community District 4. Lots 19 and 20 in the Proposed Project Area are non-Applicant controlled lots, while Lots 21, 22, and 23 are owned and controlled by the Applicant. The Proposed Project Area is located on Melrose Street between Evergreen Avenue and Stanwix Street. Lots 19, 20, and 23 each contain approximately 25 feet of

frontage on Melrose Street, while Lots 21 and 22 each contain approximately 18.12 feet of frontage on Melrose Street.

Lot 19 is currently improved with a three-story, 3,750 SF (1.50 FAR) multifamily walkup building that contains a total of six (6) residential units. Lot 20 is currently improved with a three-story, 3,750 SF (1.50 FAR) multifamily walkup building that contains a total of five (5) residential units. The buildings on Lots 19 and 20 were both constructed in 1931, prior to the enactment of the Zoning Resolution, and as a result, are both legal nonconforming uses. Lots 19 and 20 are both approximately 100 feet deep.

5. Description of Proposed Development Site

The Proposed Development Site consists of Lots 21, 22, and 23 on Block 3162, located on the north side of Melrose Street between Evergreen Avenue and Stanwix Street, having addresses of 132, 134, and 136 Melrose Street, respectively. Melrose Street is a narrow western-bound one-way street with an approximate width of 50 feet. The Site contains approximately 61.24 feet of frontage along Melrose Street, with each lot having a depth of 100 feet, for a combined lot area of approximately 6,331 square feet.

In 2009, a two-story warehouse building containing approximately 3,934 square feet of floor area, or 2.05 FAR, was constructed on Lot 21. Since that time, Lot 21 has been used continually as a warehouse with accessory storage and office space. Prior to this, Lot 21 had been vacant since at least 1980, as confirmed by historic aerial images of the area. Lots 22 and 23, have similarly been vacant for at least three decades. Together, Lots 22 and 23 contain approximately 4,415 square feet of lot area. There is currently one curb cut in front of Lots 22 and 23; because the Proposed Development does not include parking, this curb cut would no longer be required.

6. Description of the Proposed Development

The Applicant proposes to develop a new six-story, 26,225 GSF (24,687 ZSF, 3.90 FAR) mixed-use residential and commercial building on the Proposed Development Site. It would contain approximately 19,643 GSF (18,358 ZSF, 2.90 FAR) of residential uses and 6,582 GSF (6,329 ZSF, 1.00 FAR) of local retail. It is proposed to have 18 dwelling units, five (5) of would be permanently affordable at an average of 60% AMI pursuant to MIH Option 1. The Proposed Development would rise to 65 feet, with an approximately 33-foot setback from Melrose Street at approximately 55 feet. The Proposed Development Site is located within the Outer Transit Zone which requires parking for 25% of market rate dwelling units. For the Proposed Development, this would result in approximately five (5) parking spaces. However, under ZR Section 25-222, residential parking may be waived if less than 15 spaces are required. Further, commercial parking is not required for general retail in M1-2A districts within the Outer Transit Zone pursuant to ZR Section 44-21. As such, the Proposed Development does not include parking.

Floors two through five of the Proposed Development would contain four (4) dwelling units each, while the sixth floor would contain two (2) dwelling units, for a total of 18 dwelling units in the entire Proposed Development. The ground floor of the Proposed Development would contain two

(2) separate retail spaces. The retail spaces on the ground floor will span the full 100-foot depth of the Proposed Development Site. The dwelling units on floors two through five will span a depth of approximately 65 feet, and the dwelling units on floor six will be set back approximately 33 feet from the street wall of the Proposed Development and will span a depth of approximately 32 feet. Floor six will also contain an outdoor recreation space located at the back of the Proposed Development.

7. Action(s) Necessary to Facilitate the Project

Three actions are necessary to facilitate the Proposed Development:

1. a zoning map amendment of the Proposed Project Area from an M1-1 to an M1-2A/R6A (MX-22) zoning district; and

2. a zoning text amendment to modify Appendix F of the Zoning Resolution to add the Project Area as an MIH area.

Rationale for the Zoning Map Amendment

The Proposed Project Area has been mapped as an M1-1 district since 1961, yet the land use context along Melrose Street has shifted toward a predominantly residential character. Lots 19 and 20 within the Proposed Project Area already contain three-story residential buildings constructed in 1931, which currently exist as legal nonconforming uses under the existing M1-1 zoning. Including these lots within the proposed M1-2A/R6A (MX-22) district would bring them into greater conformity and would better align with the established residential character on the subject block.

Melrose Street now functions primarily as a residential and pedestrian oriented corridor rather than an industrial service street. The nine-story Denizen Bushwick mixed-use residential development directly across the street has introduced a large resident population and created steady foot traffic throughout the day. Further, Melrose Street is approximately 50 feet wide, with narrow curb-to-curb dimensions that limit truck movement and loading activity. These physical constraints, combined with the surrounding residential uses, make industrial operations difficult in this location.

Industrial feasibility is also limited by the physical characteristics of the Proposed Development Site. Lot 21 contains a two-story warehouse with approximately 3,934 square feet of floor area, and Lots 22 and 23 are vacant. These narrow, shallow, midblock lots do not support modern industrial or manufacturing needs, which require larger footprints and dedicated loading access.

Only one other building constructed for a similar use fronts Melrose Street on this block. This building, located at 106-108 Melrose Street on Lots 12 and 13, is a two-story warehouse containing approximately 8,750 square feet of floor area. Because it spans two 25-foot lots, it has a more flexible floor plate than the Proposed Development Site. Even so, it has transitioned within the past few years to a bar and event space, further indicating that industrial activity is no longer viable

here. The remaining lots on Block 3162 which front on Melrose Street consist of vacant lots or parking, reinforcing the absence of an active industrial presence along this stretch of Melrose.

The proposed M1-2A/R6A (MX-22) district better reflects this mixed residential and commercial context. The R6A component of the proposed mixed-use district permits residential development up to a height of 65 feet and to a maximum FAR of 3.0, or 95 feet and 3.9 FAR if providing Qualifying Affordable or Senior Housing, which is aligned with the medium-dense character of the surrounding area. In addition to supporting a general increase in housing production, the proposed district will also produce permanently affordable units pursuant to MIH, in an area well served by transit and neighborhood amenities. At the same time, the M1-2A component continues to allow for light commercial and light manufacturing uses at appropriate scales without permitting heavy industrial activity that could conflict with adjacent housing.

For these reasons, rezoning this approximately 11,500 square foot portion of the existing M1-1 district to an M1-2A/R6A (MX-22) district is appropriate for this area and will not materially affect industrial capacity within Bushwick. Rather, it brings existing residential uses into conformance, aligns outdated zoning with prevailing conditions, allows for compatible industrial/manufacturing reintroduction, and supports a coherent land use rationale consistent with the evolution of this portion of Bushwick.

Rationale for the Mandatory Inclusionary Housing Area Text Amendment

The Applicant seeks a zoning text amendment to Appendix F to add the Project Area as an MIH area, which would allow for residential growth, furthering the development of affordable housing in an area supported by transit, recreational facilities and supportive commercial and community facility uses. Pursuant to this Proposed Action, the Proposed Development would result in 18 dwelling units, 20-30% (4-5 dwelling units) would be permanently affordable at an average of 40-80% AMI pursuant to MIH Options 1, 2, 3, or 4, depending on the option selected.

The proposed MIH area aligns with the City's 'City of Yes for Housing Opportunity' goals by increasing affordable housing to help ensure the community remains economically diverse in the face of increasing pressure for market-rate development.

8. Conclusion

The Applicant proposes (1) a zoning map amendment of the Proposed Development Site from an M1-1 to an M1-2A/R6A (MX-22) zoning district; and (2) a zoning text amendment to modify Appendix F of the Zoning Resolution to add the Project Area as an MIH area. The Proposed Actions would facilitate development in the Proposed Project Area that would not, otherwise, be possible under the existing M1-1 zoning regulations that do not permit residential use. The Proposed Actions would allow new residential and commercial uses within the Proposed Project Area and would bring into conformance the existing legal non-conforming residential uses on Lots 19 and 20 of the Proposed Project Area. In sum, the Proposed Actions would be supportive of the City's housing goals as identified in City of Yes for Housing Opportunity.