**LR ITEM 3: Project Description**
**900 60th Street Rezoning**

## 1. Introduction

90060 AMG LLC (the "Applicant") seeks the following actions to facilitate the construction of a new mixed-use development at the border between the Sunset Park and Borough Park neighborhoods of Brooklyn Community Board 12: (i) a zoning map amendment changing a portion of Block 5715 (Lots 1, 2, 3, 4, and 6) (the "Project Area") from M1-1 to C4-5X, and (ii) a zoning text amendment to *Appendix F* of the Zoning Resolution to establish a Mandatory Inclusionary Housing ("MIH") area over the Project Area (collectively, the "Rezoning").

The Applications would allow the Applicant to redevelop Lot 6 (the "Development Site"), currently improved with a one-story commercial building, with a 12-story approximately 108,000 SF mixed-use building containing approximately 12,000 SF of ground floor commercial use and 96,000 SF of residential use, which would have approximately 140 dwelling units (28-42 permanently affordable) (the "Proposed Development"). While the Development Site is within the Outer Transit Zone and the required parking of 15 spaces is waived, 50 permitted accessory residential parking spaces would be provided in the cellar to serve market demands.

## 2. Background

The Project Area has been zoned M1-1 since the enactment of the 1961 Zoning Resolution. The following is a list of land use actions approved within 600 feet of the Project Area:

- On July 19, 2005, the Board of Standards and Appeals granted a variance to 6002 Fort Hamilton Avenue (on the eastern portion of the Project Area's block) to permit the conversion of an existing 5-story industrial building within an M1-1 zoning district to residential use (the "Variance");
- Only July 25, 2007, as part of the Dyker Heights/Fort Hamilton Rezoning, two blocks south of the Project Area was rezoned from M1-1 to R5B (C 070387 ZMK);
- On October 16, 2019, a portion of an R6/C1-3 zoning district on the northwestern corner of Eighth Avenue and 60th Street was rezoned to a C4-2 zoning district to facilitate the legalization of 6003 8th Avenue, a three-story 3,890 SF commercial building (C 190305 ZMK).

## 3. Description of the Surrounding Area

*Land Use*

The Project Area occupies the 200-foot eastern side of 9th Avenue between 60th Street and 61st Street, extending 180 feet along 60th Street and 100 feet along 61st Street. The Project Area is in Brooklyn Community District 12 within an irregularly shaped M1-1 zoning district that runs from

the east side of 4th Avenue to the west side of 17th Avenue and as far north as 59th Street and as far south as 66th Street. The M1-1 district generally contains a mix of parking, commercial, industrial, transportation, and auto-oriented uses with pockets of non-complying residential uses—typically on the upper floors of low-rise buildings.

While the entire block is within an M1-1 district, a significant portion of the block contains residential use. In addition to the Existing Residential Buildings (defined below) within the Project Area, 6002 Fort Hamilton Parkway, the largest building on the block built in the 1920s, contains 92 apartments above ground floor commercial use pursuant to the Variance in 2005.

North and northwest of the Project Area is zoned R6 and northeast of the Project Area is zoned R5 within C1-3 overlays along Fort Hamilton Parkway is generally improved with 2-4 story multiple dwellings and rowhouses.. There are occasional taller residential or mixed-use building taking advantage of height factor regulations in the R6 district such as 859 60th Street, a 12-story mixed-use residential/community facility building constructed one block to the northwest of the Project Area. The avenues to the north contain commercial overlays (C1-3 and C2-4) resulting in both single-story commercial buildings and mixed-use buildings with ground floor commercial establishments in addition to the 2-4 story residential buildings found in the mid-block.

Immediately south of the Project Area the N-line subway tracks bifurcate 61st Street from 62nd Street (which also acts as a demarcation line between community districts 11 and 12). The N-train is accessible via either 8th Avenue or Fort Hamilton Parkway with both stations one block south of the Project Area, on 62nd Street. The area south of 62nd Street and 9th Avenue was rezoned to R5B in 2007 as part of the Dyker Heights/Ft. Hamilton Rezoning. It is developed with a mix of 2-4 story multiple dwellings and row houses with commercial uses on the ground floor along Fort Hamilton Parkway which has a C2-3 commercial overlay.

West and southwest of the Project Area is primarily within the M1-1 district and contains light industrial uses and MTA-owned transportation infrastructure. Immediately across 9th Avenue from the Project Area and continuing along the north side of 61st Street are a handful of non-conforming one- and two-family buildings. Further west along 8th Avenue between 62nd and 63rd, within a C4-2 zoning district, is 6202 8th Avenue, a proposed 28-story (325 foot tall) mixed-use building with medical offices, a grocery store, 500 residential units, and 1,600 parking spaces.[1]

In addition to the subway stops on 8th Avenue and Fort Hamilton Parkway, the area surrounding the Project Area is well served by buses. The B70 bus connecting Dyker Heights to Sunset Park runs north-south along Eighth Avenue. The B9 bus connecting Bay Ridge to Kings Plaza runs east-west along 60th Street, and the B16 bus connecting Bay Ridge to Lefferts Gardens runs along Fort Hamilton Parkway, which is located one block east of the Project Area.The Project Area also lies adjacent to the Bay Ridge Branch, a Long Island Rail Road (LIRR) right-of-way currently used for freight service. This corridor historically carried passenger trains until 1924 and remains an active freight route linking the 65th Street Yard in Bay Ridge to Queens. Importantly, this rail line is the backbone of the planned Interborough Express (IBX), a proposed light rail service that will run approximately 14 miles from Bay Ridge/Sunset Park to Jackson Heights, Queens. The

[1] *See* DOB Job No. B00754062.

IBX will feature 19 stations, connect to 17 subway lines and two LIRR stations, and is projected to serve over 115,000 weekday riders.

Community facilities within the area are The Church of Jesus Christ of Latter-day Saints on 60th Street between 8th and 9th Avenues, P.S. 310 at Fort Hamilton Parkway and 62nd Street, P.S. 105, The Blythebourne School, on 59th Street between 10th and 11th Avenues, a preschool one block away on 60th Street between 8th and 9th Avenues, and the Asian Community Center on 61st Street between 7th and 8th Avenues.

The closest neighborhood parks are Bochino-Dente Plaza on 10th Avenue between 58th and 59th Streets, Quaker Parrot Park at the Dust Bowl on 8th Avenue between 65th and 66th Street which contains baseball, football, and soccer fields, and Rappaport Playground on 53rd Street and Fort Hamilton Parkway which also contains hockey and basketball courts.

*Zoning*

The Project Area, including the entirety of the Development Site, and much of the surrounding area to the east and west is within an M1-1 zoning district.

The M1-1 zoning district is a light manufacturing district, which permits a variety of industrial, commercial, and community facility uses. M1-1 districts have a modest FAR of 1.0 for commercial and manufacturing uses and a maximum FAR of 2.40 for community facility uses. The maximum front wall height in an M1-1 district is 30 feet (or 2 stories, whichever is less) and after setting back 15 feet (wide street) or 20 feet (narrow street) buildings are subject to the sky exposure plane at a ratio of 1:1.

North of the Project Area is zoned R6, a medium density zoning district that allows for a variety of building types, including townhouses and small residential buildings. R6 district allow development pursuant to either standard height and setback regulations or height factor. The maximum FAR for community facility use is 4.80 FAR. Pursuant to standard regulations, residential buildings can have maximum residential FAR of either 3.0 (within 100 feet of a wide street) or 2.2 (beyond 100 feet of a wide street). Residential FAR can increase up to 3.90 with the provision of affordable housing or senior housing under the Universal Affordability Preference (UAP). Buildings developed under height factor have residential FARs ranging from .78 to 2.43. Standard residences can have a maximum building height of 55 feet (narrow street) or 75 feet (wide street). With the provision of affordable housing, buildings can have a maximum height of 85 feet (narrow street) or 95 feet (wide street).

Northeast of the Project Area along Fort Hamilton Parkway and to its east is zoned R5, a low-density general residence district that allows for a variety of housing types, including detached houses, rowhouses, and small apartment buildings. R5 districts typically serve as transitional zones between lower and higher density neighborhoods. R5 districts have maximum FARs of 1.5 (standard zoning lots) or 2.0 (community facility or qualifying residential sites). Buildings can have maximum heights of 45 feet (basic flat-roof) or 55 feet (qualifying residential sites).

Two blocks south of the Project Area is zoned R5B which is a three-story rowhouse district typical of such neighborhoods as Windsor Terrace and Bay Ridge in Brooklyn. R5B districts have maximum FARs of 2.0 for community facility use and 1.5 (standard residences) or 2.0 (qualifying residential sites) for residential use. Buildings can have maximum heights of 55 feet.

## 4. Description of the Project Area

The Project Area consists of the Development Site (described below) and Lots 1-4 on Block 5715 (the "Remainder of the Project Area"). The entirety of the Project Area is within an M1-1 zoning district and is proposed to be rezoned to a C4-5X district.

Immediately to the southwest of the Development Site is a 3-story building on Lot 4 (6013 9th Avenue) with approximately 9,500 SF of floor area on a 4,000 SF lot (2.38 FAR). The building contains retail on the ground floor, an ambulatory diagnostic treatment facility on the second floor, and a house of worship on the third floor. The building was most recently enlarged in 2016.

Continuing south along 9th Avenue are four one- and two-family buildings built in the 1920s on Lots 1-3 (two on Lot 1 (6023 9th Avenue and 907 61st Street) and one on each of Lots 2 (6021 9th Avenue) and 3 (6017 9th Avenue)) (the "Existing Residential Buildings").

## 5. Description of the Proposed Development Site

The Development Site consists of Lot 6 (900 60th Street), an 18,000 SF lot owned by the Applicant on the northwest corner of Block 5715. The Development Site has 180 feet of frontage along the southern side of 60th Street and 100 feet of frontage along the eastern side of 9th Avenue—both 80-foot-wide streets. The Development Site is currently zoned M1-1 and is improved with a one-story commercial building which is used as a children's playcenter.

## 6. Description of the Proposed Development

The Rezoning would facilitate construction of the Proposed Development a 12-story mixed-use building containing commercial and residential uses. The Proposed Development would have a total floor area of approximately 108,000 SF (6.00 FAR), comprised of approximately 12,000 SF of commercial floor area (.66 FAR) on the ground floor and 96,000 SF of residential floor area (5.33 FAR)., tat would provide approximately 140 dwelling units approximately 35 or 42 affordable at an average of 60-80% AMI.

The maximum FAR for the C4-5X district is 6.0, of which, all could be in residential use, 5.0 FAR could be in community facility use, and 4.0 could be in commercial use. Where a property is mapped for MIH and contains qualifying affordable housing, buildings have increased height pursuant to ZR 23-432. The Proposed Development would have a maximum height of 145 feet, which is permitted in the proposed C4-5X zoning district (maximum height of 145 feet) pursuant to ZR 23-432. The Proposed Development would have a base height of 8 stories (approximately 92 feet) along 9th Avenue and the first 82-feet-6-inches of the 60th Street frontage from 9th Avenue and a base height of 5 stories (approximately 62 feet) for the remaining 97-feet-6-inches of the

60th Street frontage. Above the base heights, after setting back the required 10 feet, the Proposed Development would rise to a maximum height of 12 stories (145 feet) within 64 feet of 60th Street and within 140 feet of 9th Avenue. The final 40 feet of the 60th Street frontage would not rise above the 5-story base (62 feet).

Because the Proposed Development is within the Outer Transit Zone and because required residential parking is waived if fewer than 25 residential spaces are required, at 15 or 16 required residential parking spaces (98 market-rate units x 15% requirement or 105 market-rate units x 15%) no residential parking spaces would be required. Nonetheless, the Proposed Development will have 50 permitted parking spaces in the cellar accessible via a ramp from a new curb cut to be provided on 60th Street approximately 150 feet from its intersection with 9th Avenue. No commercial parking is required in a C4-5X zoning district and none is proposed. The total floor area used for commercial use (12,000 SF) would not require any loading berth pursuant to ZR 36-62, but a single permitted enclosed loading berth, with an entrance along 60th Street, is proposed. The residential lobby would be located along 60th Street.

## 7. Actions Necessary to Facilitate the Proposed Development

To facilitate the Proposed Development, the Rezoning, consisting of (i) a zoning map amendment to section 22a to rezone the Project Area from M1-1 to C4-5X and (ii) mapping the Project Area for MIH (Options 1 and 2), is required.

Rezoning the Project Area from M1-1 (1.00 commercial/manufacturing FAR) to C4-5X (6.00 total and residential FAR, 5.00 commercial FAR, and 4.00 community facility FAR) would allow the Development Site, currently improved with a one-story commercial building, to be redeveloped with a 6.00 FAR mixed-use development which is more appropriate for the Development Site and the surrounding area. The proposed C4-5X district would require contextual development and improve the urban design of the area by providing for a more appropriate use on the Development Site by allowing for housing, including affordable housing. Rezoning to a C4-5X, rather than the R7X residential equivalent, with a C2-4 overlay, offers greater flexibility for mixing non-residential uses along 9th Avenue, a commercial corridor, and a softer transition into the remaining M1-1 district.

The maximum permitted base height 60 - 105 feet (with 62 - 94 feet proposed) and maximum permitted height of 145 feet (with 145 feet and 12 stories proposed) under the proposed C4-5X district would be consistent with neighborhood. The Development Site is across the street from 859 60th Street which at 142 feet is essentially as tall as the Proposed Development and is 3 blocks away from 6202 8th Avenue, the proposed 28-story (325 foot tall) building. The 5-8 story proposed base height of the Proposed Development lines up with 6-8 story existing buildings along the other sides of 60th Street and 9th Avenue. Rezoning the Remainder of the Project Area to C4-5X would also legalize the residential use in the Existing Residential Buildings while offering future development opportunities.

Since 1985, New York City has experienced a shortage of housing, particularly affordable housing, resulting in the "Get Stuff Built" report, setting forth the goal of 500,000 new homes over the next decade. In connection with the proposed zoning map amendment, the Project Area would also be mapped for MIH (Options 1 and 2) through a text amendment to Appendix F of the ZR. This would provide multiple avenues of meeting MIH requirements for future development within the Project Area. Pursuant to Option 1, the Proposed Development would provide approximately 35 affordable housing units (28,813 SF of affordable housing floor area) at an average income of 60 percent AMI, with 10% of the total floor area targeted to 40 percent AMI. Pursuant to Option 2, the Proposed Development would provide 42 affordable housing units (24,011 SF of affordable housing floor area) at an average income of 80 percent AMI.

The Project Area's adjacency to residential uses (both on the block and across the street) coupled with its proximity to public transportation creates an ideal location for the Proposed Development. The area is well served by public transit and is within the Outer Transit Zone pursuant to *Appendix I* of the ZR. Both the Eighth Avenue subway stop (a proposed stop for the future Interborough Express connecting Brooklyn and Queens) and the Fort Hamilton subway stop for the N subway line are two blocks away. The B70 bus connecting Dyker Heights to Sunset Park runs north-south along Eighth Avenue. The B9 bus connecting Bay Ridge to Kings Plaza runs east-west along 60th Street with a stop in front of the Development Site, and the B16 bus connecting Bay Ridge to Lefferts Gardens runs along Fort Hamilton Parkway, which is located one block east of the Project Area.

**8. Conclusion**

The Proposed Development is consistent with existing residential uses and built conditions within the surrounding area. The Rezoning would result in an increase in residential density in the area and a requirement for affordable housing on the Development Site. The Rezoning is appropriate for the Development Site because it: (i) fronts on two wide streets both of which have residential uses on the other side, (ii) is on a block that already contains substantial residential use, and (iii) is in the immediate proximity of transit. The Rezoning would result in a new 12-story mixed-use building with ground floor commercial and 140 dwelling units (35-42 permanently affordable) that would be consistent with building heights in the neighborhood.