870-888 Atlantic Avenue Rezoning
Community District 8, Brooklyn

74-533
Reduction of parking spaces to facilitate affordable housing

In all districts in the #Transit Zone#, the City Planning Commission may permit a waiver of, or a reduction in, the number of required #accessory# off-street parking spaces for #dwelling units# in a #development# or #enlargement# that includes at least 20 percent of all #dwelling units# as #income-restricted housing units# as defined in Section 12-10 (DEFINITIONS), provided the Commission finds that such waiver or reduction:

(a) will facilitate such #development# or #enlargement#. Such finding shall be made upon consultation with the Department of Housing Preservation and Development;

The proposed 870-888 Atlantic Avenue Development is a new seventeen-story and cellar seventeen-story mixed residential, commercial and community facility building at 870-888 Atlantic Avenue, Block 1122, Lots 21 and 26 (the "Development Site"). The building would contain approximately 228 dwelling units, including approximately 69 permanently affordable units. The proposed seventeen-story building would contain approximately 170,000 sq. ft. of zoning floor area (FAR of 8.5). The parking requirement for the proposed building pursuant to Zoning Resolution ("ZR") § 25-23 is for 86 accessory off-street parking spaces based on the 159 non-income-restricted units.

The applicant seeks a special permit pursuant to ZR § 74-533 to waive the required accessory off-street spaces for the non-income-restricted units at the proposed building at the Development Site. The applicant seeks a waiver of 46 of the required residential spaces. Without the proposed special permit, the required spaces would be both prohibitively costly and would reduce the number income-restricted dwelling units. The proposed waiver in parking significantly contributes to the financial feasibility of the project. It reduces the unnecessarily high cost of providing parking in a transit-accessible affordable housing development, allowing HPD subsidies to go further toward meeting the affordable housing goals established in the City's Housing New York: A Five-Borough, Ten-Year Plan.

Approximately 81.3% of dwelling units are rented in the Prospect Heights and Crown Heights North neighborhoods[1]. According to the NYU Furman Center's Report: State of New York City's Housing and Neighborhoods in 2019, there are approximately 28.2% severely rent-burdened households, and 43.8% severely rent burdened low-income households located within CD8.[2] According to the U.S. Census Bureau, American Community Survey 2014-18 Five Year Estimates for Public Use Microdata Area (PUMA) 4006 (which approximates CD8), 42.9% percent of households spend 35 percent or more of their income on rent.[3] The proposed parking waiver would facilitate the development of housing at the Development Site that would be affordable to low, moderate- and middle-income New Yorkers, helping to reduce the number of rent burdened households.

Housing New York identifies underutilized parking lots as an opportunity to locate new housing. It states, "[i]n developments where unused or lightly used land exists, opportunities may be found to locate additional housing. These areas often include sites with large and underused parking lots." This proposal is directly in line with Housing New York and the goals of the Zoning for Quality and Affordability text amendment, as the Development Site is currently used as accessory parking.

(b) will not cause traffic congestion; and

[1] *See* Housing Profile for Prospect Heights and Crown Heights North 2014-2018 American Community Survey, https://popfactfinder.planning.nyc.gov/profile/5937/housing?comparator=3
[2] *See* NYU Furman Center, State of New York City's Housing and Neighborhoods in 2019, https://furmancenter.org/neighborhoods/view/crown-heights-prospect-heights
[3] *See* Housing Profile for PUMA 4006 https://popfactfinder.planning.nyc.gov/profile/1225/housing

The proposed project would provide affordable housing to the neighborhood without causing traffic congestion, as the Development Site is located near public transportation and public parking lots. As discussed below, five subway stations are located within an approximately 10-minute walk from the Development Site (Clinton-Washington Ave. A and C subway station, the Franklin Ave. C and S subway station, the Bergen Street 2 and 3 subway station, the 7 Avenue B and Q subway station and the Atlantic Avenue Barclays Center subway station – serving the 2, 3, 4, 5, B, D, N, Q, R and W lines with connection to the Long Island Railroad). Based on the low vehicle availability, minimal trip generation, and accessibility to public transportation as discussed below, the Environmental Assessment Statement concluded that the proposed development would not cause traffic congestion.

The anticipated rates of automobile ownership for residents of the proposed project are minimal. According to the U.S. Census Bureau American Community Survey (ACS) 2014-2018 Five-Year Estimates. According to this survey, only 13.3% of workers ages 16 and older drive to work in PUMA 4006, while approximately 77.1% of workers either took public transportation or walked to work.[4] This percentage is much lower than the approximately 22.7% of Brooklyn residents who drive to work.

In accordance with the *2014 City Environmental Quality Review Technical Manual ("CEQR Technical Manual"),* a draft Travel Demand Factors Memorandum was prepared and conservatively estimated the projected trips from the Reasonable Worst Case Development Scenario (RWCDS). The preliminary screening thresholds in the *CEQR Technical Manual* suggest that any project which generates 50 or more peak hour incremental vehicle trips through a single intersection in any given peak hour is likely to warrant a detailed traffic operations analysis. Conversely, projects that are anticipated to generate fewer than 50 peak hour incremental vehicle trips through a single intersection generally do not warrant detailed traffic assessments, as potential traffic impacts are not expected.

A preliminary transportation screening was performed for the proposed rezoning. The rezoning would facilitate the construction of a new residential building located at 870-888 Atlantic Avenue (Lots 21 and 26), containing up to 228 dwelling units. For the purposes of this assessment, the Project Area (Development Site and additional lots to be rezoned) would include approximately 312 dwelling units, 23,360 gsf of local retail uses and 5,500 gsf of medical office use in the With Action development.

Trip generation factors were based on information from the *CEQR Technical Manual,* the New York City Department of Transportation (DOT's) travel demand surveys, the 2014 *Atlantic Yards Arena and Redevelopment Project FSEIS,* the 2016 *East New York Rezoning Proposal FEIS*, the 2016 *25 Kent EAS*, the *ITE Trip Generation Manual,* and the U.S. Census Data.

The modal splits assumed in the Draft Travel Demand Factors (TDF) Memorandum ("Draft TDF Memorandum") for the proposed residential use are as follows:

	Weekday
Auto	9%
Taxi	2%
Subway	73%
Bus	4%
Walk	12%
Total	100%

The surrounding streets providing access to the Development Site will be adequate to handle the minimal traffic generated. Streets in the surrounding area include Atlantic Avenue, a 120-foot wide street with three eastbound and westbound lanes and two parking lanes. In addition, Vanderbilt Avenue to the west of the Development Site is an active 100-foot wide north and

[4] *See* https://popfactfinder.planning.nyc.gov/profile/1225/economic?reliability=true

southbound commercial corridor with three travel lanes, two bicycle lanes and two parking lanes. Pacific Street, to the south of the Development Site, is a narrow 70-foot wide westbound street with one travel lane and two parking lanes.

The entrances to the buildings within the Project Area are assumed to be along the south side of Atlantic Avenue between Underhill and Vanderbilt Avenues. A 40-space accessory cellar level parking will be made available for the residents, accessible via a curb cut at the Development Site. The auto trips generated by the residential use were assigned to the surrounding roadway network. The vehicle trips generated by the residential use were distributed to the study area roadway network, with approximately 27 percent of inbound trips assigned to Atlantic Avenue westbound, 10 percent to Atlantic Avenue eastbound, 25 percent to Vanderbilt Avenue northbound, 18 percent to Clinton Avenue southbound, 10 percent to St. Marks Avenue eastbound and 10 percent to various northbound and southbound avenues. The Traffic Level 2 Screen Analysis during the Weekday Midday Peak Hour resulted in incremental vehicle trips under 50 trips and a detailed traffic analysis was not warranted and the Proposed Development is not excepted to result in any significant adverse traffic impacts.

The streets are relatively safe according to Vision Zero data. According to Crash Data, there have been no fatalities within the surrounding area in 2020.

(c) will not have undue adverse effects on residents, businesses or #community facilities# in the surrounding area, as applicable, including the availability of parking spaces for such #uses#.

The Draft TDF Memorandum determined that, while utilization of on-street parking spaces is expected to increase due to the automobile trips generated by the proposed development, the additional parking demand would be met with available on-street parking. Specifically, the Travel Demand Forecast for inbound and outbound vehicle trips are *de minimis*. The addition of vehicles to the surrounding area is *de minimis* and would not cause undue adverse effects on the surrounding area.

The Development Site is well served by public transportation with multiple options for subway and bus service. The Clinton-Washington Avenue subway station with A and C line service is located one block north of the Development Site at the intersection of Clinton Avenue and Fulton Street. The Development Site is located approximately three to five bock east of Flatbush Avenue which serves the 2, 3, 4, 5, B, and Q subway lines. The Long Island Rail Road Atlantic Terminal train station is located four blocks west of the Project Area and provides commuter rail connections for the Babylon, Far Rockaway, Hempstead, Long Beach, and City Zone lines, which run east into Long Island and west to Pennsylvania Station in Manhattan. The B45 line runs east/west along Atlantic Avenue, the B65 runs east/west along Dean Street, the B69 runs north/south along Vanderbilt Avenue and the B45 runs north/south along Washington Avenue.

The Development Site would contain 40 accessory parking spaces. The proposed waiver of parking would not contribute to serious traffic congestion and may encourage the selection of other modes of transportation instead. The Draft TDF Memorandum noted that there are 5 existing off-street parking facilities within a ¼ mile (5-minute walk) from the Development Site. The utilization is noted below:

Table 6
Existing Off-Street Parking—Approximately ¼-Mile Weekday Utilization

Map #	Name/Address	License Number	Licensed Capacity	Utilization Rate				Utilized Spaces				Available Spaces			
				AM	MD	PM	ON	AM	MD	PM	ON	AM	MD	PM	ON
1	A&P Parking Corp. / 525 Clinton Avenue	2049780	55	33%	66%	66%	33%	18	36	36	18	37	19	19	37
2	WOC Waverly Garage / 502 Waverly Avenue	2050957	34	80%	80%	60%	60%	27	27	20	20	7	7	14	14
3	Enterprise Washington Garage / 545 Washington Avenue	1460723	67	60%	60%	60%	60%	40	40	40	40	27	27	27	27
4	786 Parking Corporation / 313 St. Marks Avenue	2060564	38	75%	85%	66%	50%	29	32	25	19	9	6	13	19
5	Quik Park Underhill LLC / 105 Underhill Avenue	2005668	160	60%	70%	60%	50%	96	112	96	80	64	48	64	80
Approximate ¼-Mile Area Totals			**354**	**59%**	**70%**	**61%**	**50%**	**210**	**247**	**217**	**177**	**144**	**107**	**137**	**177**

Notes:
MD = Midday; ON = Overnight; N/A = Not Available
Source: 2019 *809 Atlantic Avenue Rezoning EAS* (CEQR# 18DCP179K).

The Development Site would be well-served by public transit and accessible by walking and bicycle from surrounding neighborhoods. It is anticipated that the majority of the residents would either walk, bike, or use public transit.

The Commission may impose appropriate conditions and safeguards to minimize adverse effects on the character of the surrounding area.