Project Description (LR Item 3)
Project ID: 2018K0300

1600 63rd Avenue

April 2025

1. Introduction

This application seeks a zoning map amendment by 63rd Street Realty II LLC, the owner of the above-referenced property ("the Applicant) in the Borough Park/Bensonhurst neighborhood of Brooklyn Community District 11. The Applicant seeks City Planning Commission ("CPC") approval for a zoning map amendment that would amend Block 5538 Lots 4 (portions of or "p/o"), 7, 32, 36, 40, and 132 (the "Proposed Rezoning Area" or "Project Area") from a M1-1 district to a M1-4A district (the "Proposed Action").

Block 5538 Lot 7, which is a corner lot, is owned by the Applicant (the "Development Site") and is the Proposed Action is sought to facilitate an enlargement of an existing 3-story commercial-community facility building to contain 7-stories. The 7-story mixed commercial and community facility would contain 210,123 zoning square feet (zsf) or 5.0 FAR. This would include approximately 83,898 square feet commercial office (approx. 2.0 FAR) and 126,224 square feet (approx. 3.0 FAR) of community facility uses. The building would rise to a base height of 60 feet and rise to a maximum height of 95 feet (the "Proposed Development"). 8 off-street parking spaces would be provided for operations, as well as 3 loading berths.

Block 5538 Lots 32, 36, 40, 132 and portions of Lot 4 would be amended by the Proposed Action, which are not Applicant-controlled and not proposed for redevelopment as part of this application.

2. Background

The Project Area has been zoned M1-1 since the 1961 Zoning Resolution. Since that time period, no zoning map amendments have affected the Project Area. However, areas of the M1-1 zoning district, to the north of the Project Area, ave been amended since that time.

In July of 2007 the City Council adopted the Dyker Heights/Fort Hamilton Rezoning (C 070387 ZMK), which included map changes to 160 blocks in Brooklyn Community District #10, which is two blocks west of the Project Area. The rezoning created new R3X, R3A, R4-1, R4B and R5B districts (From R3-1, R4 and R5) to preserve the existing scale and character of Dyker Heights' and Fort Hamilton's low-rise blocks. C4-2A and R6B districts were mapped along commercial corridors already defined by three-to four-story row houses with ground floor retail uses – 86th Street, Fort Hamilton Parkway, 11th and 13th Avenues.

The Maple Lanes Rezoning was approved in February of 2013 (C 090154 ZMK) for an area located near 16th Avenue and 61st Street, or two blocks north of the Project Area in Community District 12. This rezoning consisted of a map amendment from M1-1 to R6A to facilitate the construction of a mixed-use development with 112 dwelling units and a two-story community facility building at 1560 60th Street (Block 5516, Lot 34). The new R6A district was mapped with 60th Street to the north, 16th Avenue to the east, 61st Street to the south and 15th Avenue to the west. The block is bisected into eastern and western sections by the Long Island Railroad Bay Ridge Division (LIRR) freight line, which runs one to two trains per day.

To the north of the LIRR freight line, another rezoning was approved in January of 2021 under the 1501-1555 60th Street Rezoning (200086 ZMK/N 200087 ZRK). This rezoning included a map amendment from M1-1 to R7A/C2-4, as well as a zoning text amendment to make the Mandatory Inclusionary Housing (MIH) program applicable to the affected area. The actions were sought to facilitate three new mixed-use buildings with 102 dwelling units and 32,000 square feet of commercial space. The rezoning affected an area between 15th and 16th Avenues along 60th Street. This application was subsequently amended by the City Council to remove a portion of the rezoning area near the intersection of 15th Avenue and 60th Street.

Actions in the surrounding area have also been granted by the Board of Standards and Appeals (BSA) to permit community facility uses in the underlying M1-1 zoning district. This includes a special permit at 1536 62nd street (Block 5530, Lot 19) in 2012, which is two blocks northwest of the Project Area (93-11-BZ). This action enabled the conversion of areas of four-story warehouse for a Use Group 3 school (Yeshiva Ore Mordechai), which is not permitted as-of-right in the underlying M1-1 district. In addition, a special permit and variances were approved in 2005 and 2014, respectively for 6101 16th Avenue (Block 5524, Lot 1), two blocks north of the Project Area (138-04-BZ, 30-14-BZ) which enabled the continued operation and expansion of a school in the underlying M1-1 district, which is not permitted as-of-right.

Subsequently in June of 2024, City of Yes Zoning For Economic Opportunity (COYEO) was passed by City Council (N 240011ZRY), which created a new class of manufacturing districts, as existing manufacturing districts have not been updated since 1961. The maximum allowable FAR in M districts ranged from 1.0 to 2.0 and 5.0 to 10.0. However, many loft buildings constructed before the 1961 Zoning Resolution have densities between these thresholds, such as 3-4 FAR and 6-8 FAR. As these buildings can meet the needs of various business types and sizes and ensure the city's economic resilience amidst future disruptions and changing economic trends, a new class of districts are necessary. As such, COYEO created a range of new job-intensive, non-residential zoning options to enable job growth. These new districts range in FAR between 2-15 FAR, address longstanding bulk and physical challenges, and offer several use-mix options. These include new M1A "Growth" districts, ranging from 2 to 15 FAR, which mimic the use mix of traditional M1 districts while addressing bulk and physical limitations of development.

In addition to creating new manufacturing districts, a larger text amendment under COYEO (N 240010 ZRY) modernized use groups and included other text amendments promote economic development by ensuring a wider range of businesses can use existing commercial spaces.

Most recently, the *City of Yes for Housing Opportunity* (CHO*)* text amendments were approved in December of 2024 (N 240290 ZRY). The text changes aim to facilitate the development of more housing across the city by creating floor area incentives and removing development barriers. As a result of this text amendment, Project Area was added to a new Outer Transit Zone (OTZ), which is part of a larger Greater Transit Zone.

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

3. Description of the Surrounding Area

The Project Area is located in an area that transitions between the Borough Park and Bensonhurst neighborhoods in Community District 11 of Brooklyn. The Project Area is located between 16th and 17th Avenues at 63rd Street. 16th and 17th Avenues are wide (80') roadways that travel north-south, while east-west streets, such as 63rd, are narrow roadways (60'). The Project Area is oriented around several rail rights-of-way, with the LIRR Bay Ridge Division freight line present three blocks north of the Project Area, and an MTA rail right-of-way immediately to the south of the Project Area, where the N Train travels east-west. It should be noted the right-of-way bisects the Project Area.

The Project Area is located in area that is mixed in use (commercial, manufacturing and community facility) and contains a number of legally nonconforming residential uses that pre-date the 1961 Zoning Resolution. The surrounding area includes a high concentration of older warehouses that are concentrated between 17th Avenue in the east, 64th Street in the south, 60th Street in the north and 14th Avenue in the west. This use pattern generally follows the LIRR and MTA rights-of-way that are present in this area, which generally travel east-west between 60th and 64th Streets. These warehouses contain light manufacturing/industrial uses, automotive, commercial and clusters of community facility uses that service the surrounding residential communities, which include a high concentration of Orthodox Jewish residents. The area to the north and south of the Project Area (60th in the north and 64th Street in the south) is predominantly residential in use, as well as to the east of 17th Avenue.

Community facility uses in the area consist of houses of worship, medical-related uses, and

education-related uses. Notable community facility uses include schools, such as the ICA Institute at 620115th Avenue, Yeshiva Sharei Hatzlacha at 1535 63rd Street, Yeshica Novominsk at 6020 17th Avenue and Yeshiva Ohel Torah at 6301 17th Avenue. The closest Department of Education public school is located to the south at 68th and 13th Avenue (P.S. 176) and to the east at 61st and 18th Avenue (P.S. 048 – Mapleton). A branch of the Brooklyn Public Library (Mapleton) is located at 60th Street and 17th Avenue.

Houses of worship are generally located to the north of 60th Street, outside the M1-1 zoning district. There are also several banquet halls in the surrounding area that service the Orthodox Jewish community (1676 61st Street, 1616 61st Street and 6101 16th Avenue) which are classified as commercial uses. The closest park is Gravesend Park on 18th Avenue between 56th and 58th Streets.

In terms of building-types, the immediate area contains lower-rise and high lot coverage warehouse structures, ranging in height between a single-story and three-stories. The areas to the north and south of 60th and 64th Street are residential, as referenced above, and primarily consist of semi-detached and attached residences ranging from two-stories (one- and two-family homes) to smaller walk-up apartment buildings in three- and four-stories. The area to the northwest, at 60th Street and 16th Avenue is developed with six-story buildings, pursuant to the Maple Lanes Rezoning described above.

The use and building types described above generally correspond to the zoning in the surrounding area, with the areas between the rail rights-of-way zoned M1-1 and the areas to the north of 60th/61st Streets and to the south of 63rd/64th Streets. In addition, R6A and R7A/C2-4 districts were mapped in the last decade between 15th and 16th Avenues along 60th Street and a C4-2 district is located along 18th Avenue between 63rd and 66th Streets.

The underlying M1-1 district allows for a variety of light manufacturing/industrial and commercial uses at a maximum of 1.0 FAR. Typical uses include repair shops, wholesale service and storage facilities, as well as heavier industrial uses subject to stringent performance standards (Use Groups I, III-X) Building heights for M1-1 districts are governed by a sky exposure plane that begins at 30 feet or two- stories, whichever is less. Limited community facility uses (without sleeping accommodations) are permitted in M1-1 districts at 2.4 FAR and additional community facility uses are permitted by special permit, such as schools and community centers. Parking requirements vary by use.

To the north and south of the Project Area (above 60th Street and below 64th Street) are large R5 zoning districts. The R5 district is a low-density general residence district that permits residential buildings up to 1.5 FAR and 2.0 FAR for Qualifying Residential Sites. Community facility uses are also permitted up to 2.0 FAR. A maximum height of 45 feet is permitted, which can be increased to 55 feet for Qualifying Residential Sites. Parking is required for 35% of dwelling units and is generally waived in the OuterTransit Zone.

The R6A zoning district is mapped to the east of the LIRR tracks and was recently created as a result of the Maple Lanes Rezoning. R6A permits a residential base of 3.0 or 3.9 FAR under the Universal Affordability Program (UAP). Above a maximum base height of 65 feet, the building must set back by at least 10 feet on a wide street and 15 feet on a narrow street before rising to its maximum height of 75 feet or 95 feet with UAP. Parking is required for 25% of dwelling units, affordable units are waived and the overall requirement is waived where 15 spaces and under are required.

The C4-2 district, which is located to the east of the Project Area, is typically mapped in regional commercial centers and permit a wider range commercial retail uses than C1 or C2 commercial overlays (including Use Groups I-X). The maximum commercial FAR in C4-2 districts is 3.4 FAR, with 4.8 FAR permitted with community facility uses. Residential FAR begins at a base of 3.0 within 100 feet of wide streets and 2.2 FAR beyond 100 feet of a wide street (and along narrow streets). With the inclusion of qualifying affordable units, 3.9 FAR is permitted under UAP. A minimum base height of 30-40 feet is permitted, a maximum base height of 45-65 feet is permitted and a maximum height of 55-75 feet is permitted, depending on proximity to a wide roadway. For buildings containing qualifying affordable units, a max height of 85-95 feet is permitted, depending on proximity to a wide roadway. Under optional sky exposure plane regulations, an FAR between 0.78 to 2.43 is permitted in relation to a required open space ratio (OSR) that ranges from 27.5 to 37.5 percent. Off-street parking is required for 25% of dwelling units, qualifying affordable or senior units are waived, and the requirement is overall waived below 15 spaces. For community facility uses, parking varies by use.

The Project Area is well-served by transit, given the presence of nearby rail and bus service. The N train runs just south of the Development Site, with the 18th Avenue station located at the corner of 17th Avenue and 63rd Street, approximately 300 feet from the Development Site. Additionally, about 1,000 feet to the west, further transit options are available on New Utrecht Avenue, where the N/W trains stop at 63rd Street and the D train stops at 62nd Street. . Given the location of rail in close proximity, the Project Area is situated within the Outer Transit Zone.

Bus service is also available in the immediate area. The B9 runs along 60th Street, connecting Bay Ridge to Kings Plaza, while the B8 operates along 18th Avenue, providing service between Dyker Heights and East Flatbush. It should also be noted that 65th Street is a DOT-designated local truck route.

In the future, the Interborough Express (IBX) rail line is expected to further enhance transit connectivity in the area. The IBX is proposed to be built along the existing, LIRR-owned Bay Ridge Branch and CSX-owned Fremont Secondary, a 14-mile freight line that extends from Bay Ridge, Brooklyn, to Jackson Heights, Queens. It would connect with up to 17 different subway lines, as well as LIRR. In this area, it would connect to the D and N stations in close proximity.

4. Description of the Proposed Project Area

The Proposed Project Area encompasses Block 5538 Lots 4 (p/o), 7, 32, 36, 40, and 132. Lot 7 is the Development Site, which is outlined in greater detail below. The remaining properties in the Project Area are non-applicant controlled. The Proposed Rezoning Area is currently zoned M1-1 and encompasses a total area of approximately 109,923 square feet, with approximately 790 feet of frontage along 63rd Street and 100 feet of frontage along both 16th and 17th Avenues.

Lot 4 (No mapped address) is owned and controlled by New York City Transit (NYCT) and is currently occupied by an open subway cut for the Metropolitan Transportation Authority (MTA) N-line's right-of-way, which runs parallel to 63rd Street. The lot contains approximately 44,750 square feet in lot area with a width of 60 feet and a length of approximately 790 feet. It should be noted this parcel separates the Project Area from the R5 district to the south and the residential homes located in that area.

Lots 32, 36, and 132 (1611-1662 63rd Street) is a series of properties under single ownership that support a masonry and stucco supply company. Lot 32 is a rectangular-shaped, 5,949 square-foot lot currently improved and occupied by a two-story building containing approximately 7,550 gsf of light industrial uses (1.26 FAR). Lot 36 a rectangular-shaped, 5,249 square-foot lot that is currently unimproved and serves as unenclosed storage areas for the adjacent mason and stucco supply shop. Lot 132 is a vacant, rectangular-shaped, 2,000 square foot lot that does not have any direct access to neighboring streets.

Lot 40 (6302 17th Avenue) is a corner lot that is currently occupied by a truck rental company. The 9,900 square-foot, rectangular-shaped lot is improved with a single-story, 1,274 square-foot light industrial building (0.12 FAR).

5. Description of the Proposed Development Site

The Development Site (1600 63rd Street), is a rectangular-shaped corner lot with 42,075 square feet of lot area. The lot has approximately 510 feet of street frontage along 63rd street to the north and approximately 82.5 feet of frontage along 16th Avenue to the west. The Site is current occupied by a three-story (35-foot), mixed commercial office, light industrial, and community facility building containing approximately 83,673 zsf (1.98 FAR) including approximately 61,987 square feet of commercial space and 21,685 square feet of community facility use. The building contains 2 off-street parking spaces and a three loading berths. The lot provides eight curb cuts combined along 63rd Street and 16th Avenue. The curb cuts range in size between 21 feet wide and 30 feet wide (including splays). These curb cuts accommodate two off-street parking spaces and three loading

bays.

Current tenants include professional service offices (Use Group VII), office space for a pharmaceutical company (Use Group VII), HASC, a commercial adult day care service (Use Group IIIB), an electronic parts supplier (Use Group VI) and a medical/educational use related to children with special needs (Use Group IIIB).

6. Description of the Proposed Development

The Proposed Action would facilitate the enlargement of the existing building on the Development Site from three-stories and approximately 83,673 zsf to contain to contain ten-stories and 210,123 zsf (5.0 FAR). The building is anticipated to contain a mix of commercial and community facility uses, including approximately 83,898 square feet (approximately 2.0 FAR) of commercial use and 126,225 square feet (approximately 3.0 FAR) of community facility use (the "Proposed Development"). The building would increase in height from approximately 35 feet to and rise to a maximum height of 97 feet. This includes an enlarged base height of 60 feet (4-stories), after which the building would set back 15 feet before rising to the maximum height of approximately 97 feet (7-stories).

The building would preserve all eight curb cuts, which provide access to three loading bays. AN existing parking garage would maintain 8 spaces. This parking would be voluntary as no parking is required in the proposed M1-4A district. At least 8 new street trees would be provided, primarily along the 63rd Street frontage of the property. In terms of tenancies, it is anticipated that the enlarged building would include increased space for the existing tenants, who are anticipated to remain and expand their operations.

7. Actions Necessary to Facilitate the Project

In order to facilitate the Proposed Development, the Applicant is seeking a zoning map amendment to rezone the Project Area from a M1-1 district to a M1-4A district (the "Proposed Action"). The Proposed Action would serve to encourage new development that is appropriately located in a transit-rich area, along and between heavily trafficked wide roadways (16th Avenue and 17th Avenues) which can support the additional density associated with the proposed M1-4A district. The proposed new M1-4A district would be mapped along the south side of 63rd Street between 16th and 17th Avenues, at a depth measured to the centerline of the block. This would encompass the northern portion of Block 5538 and include Lots 7, 32, 36, 40 and 132, as well as portions of Lot 4, which includes areas of the NYCT rail right-of-way that travel through the center of the block. The remaining area on the subject block, to the south of the proposed new M1-4A district,

would remain as R5.

The proposed M1-4A district would marginally alter the permitted uses by allowing community facility uses without sleeping accommodations Use Group III(B), where such uses are limited in the underlying M1-1 zoning district. Otherwise, the proposed M1-4A would not alter the permitted uses in the underlying M1-1 zoning district but would serve to increase the permitted density from 1.0 FAR to 5.0 FAR and eliminate off-street parking requirements. The M1 district permits a mix of commercial, light industrial and manufacturing uses (Use Groups I, III, IV, VI, VII, VIII, IX and X) at 5.0 FAR. The bulk parameters of the proposed district allow for buildings up to 5.0 FAR, built to the front and side lot lines, with a 15-foot rear yard. Building heights for M1-4A districts permit a base height of 125 fete and a max height of 155 feet. As noted above, M1-4A requires a single loading bay at 25,000 square feet, a second at 40,000 square feet, and a third at 60,000 square feet.

The Proposed Action would facilitate the development of new office and community facility space at the Applicant-owned site by increasing the maximum buildable commercial and community facility floor area ratio (FAR) from currently 1.0 (commercial) and 2.4 (community facility) to 5.0 (commercial) and 5.0 (community facility). In addition, as noted above, community facility uses without sleeping accommodations would also be permitted with greater use flexibility, over the M1-1 zoning district. The Applicant intends to redevelop the Development Site to expand upon the existing community facility and commercial office uses, that is currently in high demand for the surrounding community but are constrained from additional growth and necessary space due to the underlying M1-1 zoning district. The Proposed Development would provide additional and more state-of-the-art space for existing and future community facility and office tenants. The M1-1 district also includes an off-street parking requirement for any enlargement, which prevents new development in this transit-rich location.

The Proposed Action would increase density at the Proposed Rezoning Area to create economic and employment opportunities and provide community resources in a way that is not currently feasible based on existing site constraints. The existing building requires essential maintenance and upgrades - and has limited ability to provide the type of infrastructure needed for modern office and community facility spaces. Furthermore, the proposed office and community facility uses would align with the goals of the *New York Works* policy, which is a series of 25 initiatives to spur 100,000 jobs over the coming decade. Specifically, the plan calls for the need to bring jobs closer to where New Yorkers live to reduce commuting times and minimize the strain on the transit network. Given the communities that utilize the Proposed Development are located a short walk away in Borough Park, the Proposed Development would support this goal and trips to the Site are not anticipated to heavily rely on private automobile trips.

The proposed M1-4A zoning district would also eliminate any requirements for accessory on-site parking at the Applicant-owned site and within the Project Area, given close proximity to users of

the Proposed Development, who are anticipated to come from the adjacent Borough Park community and are not anticipated to be driving. As the Proposed Project Area is within a transit zone and less than 0.2 miles from the 18 Avenue (N) and New Utrecht Avenue (N) / 62 Street (D) stations, the Proposed Action would encourage and support transit-oriented development within the Project Area in an appropriate area of Brooklyn and would therefore support the goals of OneNYC in facilitating greater opportunities for transit-oriented growth throughout the city.

8. Conclusion

The Proposed Action would amend portions of an M1-1 district to M1-4A, resulting in additional density in a strategic location, in proximity to transit and along wide roadways (16th and 17th Avenues). The Proposed Action would facilitate the enlargement of a pre-existing, aging, 3-story commercial building to contain 4 additional stories and a total of approximately 210,123 square feet of space devoted to commercial and community facility services for the surrounding Borough Park community. The M1-4A district would increase density and reduce the overall parking requirement within the Project Area, facilitating much needed new space for existing services, enabling an expansion of necessary services in close proximity to growing residential communities. Currently, the M1-1 district permits limited density, restricts most community facility uses, and requires a high amount of parking, which conflicts with the transit-rich and walkable environment present, where users of the Development Site live in close proximity or utilize transit. As such, a new zoning district is sought to facilitate the necessary growth in non-residential services for the surrounding community.