2950 West 24th Street Rezoning
Community District 13, Brooklyn
March 2025

74-52
Special Permit to Remove Required Pakring

Outside the #Inner Transit Zone#, the City Planning Commission may permit the reduction or removal of #accessory# off-street parking spaces required pursuant to Section 25-20 (REQUIRED ACCESSORY OFF-STREET PARKIGN SPACES FOR RESIDENCES), provided the Commission finds that such reduction or removal:

> ***(a) will not impede access to existing #accessory# off-street parking spaces on adjoining #zoning lots#; and***

The proposed 2950 West 24th Street development is a new eighteen-story mixed-use residential, community facility, and commercial building ("Proposed Development") located at 2950 West 24th Street, Block 7055, Lot 13 (the "Development Site"). The Proposed Development would contain approximately 334,297 sq. ft. of zoning floor area (FAR of 2.18) and approximately 410 dwelling units. The parking requirement for the proposed development pursuant to Zoning Resolution ("ZR") § 25-23 is for approximately 167 accessory off-street parking spaces as the Development Site is located Beyond the Greater Transit Zone.

The applicant seeks a special permit pursuant to ZR § 74-52 to reduce the required parking at the Development Site from 167 spaces to 143 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.

The proposed project would provide affordable housing to the neighborhood without causing traffic congestion or impede access to existing accessory off-street parking spaces as the Development Site is located near public transportation and is surrounded by available on-street parking spots.

The Project Area is located within walking distance (approximately 0.6 miles) of the Coney Island-Stillwell Avenue station for the D train (with a connection to the Bronx via Brooklyn and Manhattan), the F train (with a connection to Queens via Brooklyn and Manhattan), the N train (with a connection to Queens via Brooklyn and Manhattan), and the Q train (with a connection to Manhattan via Brooklyn). There are also numerous bus stops located near the Project Area. These bus lines include the: B74 (Sea Gate – Stillwell Avenue) with a stop located approximately 0.2

miles from the Development Site, B36 (Sheepshead Bay to Coney Island) with a stop located approximately 0.1 miles blocks from the Development Site, and both X28 and X38 (both express buses from Sea Gate, Bensonhurst and Manhattan) with a stop located approximately 0.1 miles from the Development Site. Based on the low vehicle availability, minimal trip generation, and accessibility to public transportation as discussed below, the Environmental Assessment Statement ("EAS") prepared by Matrix New World Engineering 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) 2018-2022 Five-Year Estimates. According to this survey, 28% of workers aged 16 and older drive to work in PUMA BK13, while approximately 58% of workers either took public transportation or walked to work and 11% worked from home.[1]

In accordance with the 2021 City Environmental Quality Review Technical Manual ("CEQR Technical Manual"), the EAS 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. A preliminary transportation screening was performed for the proposed rezoning. For the purposes of this assessment, the Development Site would include community facility space in the With-Action development. Trip generation factors were based on information from the CEQR Technical Manual, the 2016 East New York Rezoning Proposal FEIS, U.S. Census Data, and local retail data provided by NYCDOT.

The modal splits assumed in the EAS for the proposed residential use are as follows:

	Weekday
Auto	24.2%
Taxi	3.1%
Subway	56.1%
Bus	9.4%
Walk	7.3%

The surrounding streets providing access to the Development Site will be adequate to handle the minimal traffic generated and the parking demand can be readily accommodated by the existing off-street parking facilities within ¼ mile of the Development Site.

The peak hour residential vehicular demand resulting from the Proposed Development would be 45 spaces during the PM peak hours. As noted below, this demand will be met by available on-street parking spots and a nearby private parking facilities. The auto trips generated by the

[1]https://popfactfinder.planning.nyc.gov/explorer/ntas/BK1302?acsTopics=%2Cecon-commuteToWork&censusTopics=housingTenure&source=acs-current

residential use were assigned to the surrounding roadway network. The Proposed Development will not impede access to existing accessory off-street parking spaces on adjoining lots.

(b) will not have undue adverse effects on residents, business , or #community facilities# in the surrounding area;

The EAS prepared by Matrix New World Engineering 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 and parking garages. 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. As noted above, the Development Site is well served by public transportation with multiple options for subway and bus service.

The Development Site will provide 143 parking spaces (117 spaces required for the Existing Building). The proposed reduction of parking would not contribute to serious traffic congestion and may encourage the selection of other modes of transportation instead. The parking analysis identifies the extent to which on-street and off-street parking is available and utilized under existing and future Conditions. It takes into consideration anticipated changes in area parking supply and provides a comparison of parking needs versus availability to determine if a parking shortfall is likely to result from parking displacement attributable to the project or additional demand generated by a proposed project. The Study Area for this analysis encompasses on-street and off-street parking within a ¼ mile of the Proposed Development.

The findings of the Parking Study indicate that a reduction of required accessory parking at the Proposed Development Site would reduce vehicular traffic demand potentially induced by the Proposed Development by disincentivizing residential car ownership and distributing development generated vehicular trips to area parking resources. The reduction of parking associated with the Proposed Development is also expected to disincentivize car use for access to these land uses. The findings of the parking survey for on-street and off-street parking availability was performed by Matrix Engineering. On June 26th, 2024, an employee from Matrix New World Engineering (Matrix) completed a walkthrough of the area within a quarter-mile radius of the Project Site (the "Study Area"). The employee made observations of the availability of parking on streets within the Study Area as well as in the private parking lot abutting the Project Site. Observations were made between 8:00 PM and 9:00PM.

This parking inventory included the following streets: (1) Mermaid Avenue between 20th and 29th Streets; (2) Surf Avenue between 22nd and 29th Streets; (3) 29th Street between Mermaid Avenue and Surf Avenue; (4) 28th Street from Surf Avenue to its southern terminus; (5) 27th Street from Surf Avenue to its southern terminus; (6) 25th Street between Mermaid Avenue and Surf Avenue; (7) 24th Street between Mermaid Avenue and Surf Avenue; and (8) 2nd Street between Mermaid Avenue and Surf Avenue. Of the 377 identified total on-street parking spaces with the Study Area, 318 (84 percent) were occupied by legally parked cars, with 59 available parking spaces, with an observed 18 total cars parked illegally in crosswalks near intersections (a

number of vehicles were parked illegally near available legal parking spots). Parked car volumes appeared higher on north-south streets than east-west avenues. Features that occupy space on the street separate from private vehicles include frequent bus stops on Surf and Mermaid Avenues, police parking near the New York Police Department (NYPD) building on 23rd Street, construction sheds on 24th Street, and school buses parked on 29th Street by P.S. 329. It is additionally noted that the existing parking lot at the Project Site, with an existing capacity of 163 spaces, was observed to be only 59 percent full (67 open spaces).

The Project Site would require 167 parking spaces under the Proposed Project, including demand from existing and proposed development. The Proposed Project would reduce the existing parking lot from 163 to 143 spaces (a 20-space reduction). It is anticipated that the additional 24-space parking demand created by the Proposed Project would be accommodated by available off-street parking within a quarter mile of the Project Site, which was found to have a 59-space parking surplus.

Based on the foregoing, parking demand generated by the Proposed Project would not result in a parking shortfall and would not adversely affected parking requirements.

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