2.0 Land Use, Zoning, and Public Policy

Introduction

This chapter considers the potential for the Proposed Actions to affect land use, zoning, and public policy. Per the guidance included in the 2021 *CEQR Technical Manual*, this analysis evaluates the land uses and development trends in the area that the Proposed Action may affect and considers their compliance with and effect on the area's zoning and other applicable public policies.

As described in **Chapter 1, Project Description,** the Atlantic Avenue Mixed-Use Plan (AAMUP) proposal consists of a series of land use actions (collectively, the Proposed Actions) intended to facilitate the implementation of a neighborhood land use plan along Atlantic Avenue and neighboring blocks in northwestern Crown Heights, southern Bedford-Stuyvesant, and northeastern Prospect Heights in partnership with elected officials, City agencies, community boards, and local stakeholders. The Proposed Actions are intended to reinvigorate portions of the 120-foot-wide Atlantic Avenue thoroughfare and surrounding blocks and help mitigate the regional housing crisis by allowing development of new housing, including affordable housing, and facilitating economic opportunity and growth of local services and jobs in an area that has excellent public transit access and is near the employment hubs of Downtown Brooklyn and Lower Manhattan. The directly affected area (or Project Area) comprises an approximately 21-block area primarily along Atlantic Avenue in Brooklyn Community District (CD) 3, and 8, and is generally bounded by Vanderbilt Avenue to the west, Nostrand Avenue to the east, Herkimer Street to the north, and Bergen Street to the south. In addition, the Project Area includes non-contiguous areas on portions of two blocks in Prospect Heights and one block in Bedford-Stuyvesant, which are bounded by:

- 6th Avenue to the west, Carlton Avenue to the east, Dean Street to the north, and St. Marks and Flatbush Avenues to the south.
- Halsey Street to the north, Macon Street to the south, Nostrand Avenue to the west, and Marcy Avenue to the east.

In response to the comments received on the Draft Scope of Work, two additional projected development sites (Projected Development Sites 53 and 55) have been included in environmental

analysis to account for development that could be facilitated by future discretionary actions not subject to the current ULURP application associated with the Proposed Actions. These two separate, non-contiguous sites in CD 2 and 8 are on a portion of two blocks bounded by:

- Fulton Street to the north, Atlantic Avenue to the south, Carlton Avenue to the west, and Clermont Avenue to the east.

- Prospect Place to the north, Park Place to the south, New York Avenue to the west, and Brooklyn Avenue to the east.

The Proposed Actions include discretionary land use approvals that are subject to review under the Uniform Land Use Review Procedure (ULURP), Section 200 of the City Charter, and the CEQR process. The discretionary approvals are summarized below.

- **Zoning Map Amendments**

    - Rezone portions of existing M1-1, C6-2A, C6-3A, C6-3X, M1-4/R7A, R7A/C2-4, R7D/C2-4, R6B, and R6A districts to R7A, R7D, C6-3A, M1-1A/R6B, M1-2A/R6A, M1-3A/R7D, M1-4A/R9A, C4-3A, C4-5D, R7-2, and M1-3A districts and C2-4 commercial overlays.
    - Map the Special Atlantic Avenue Mixed Use District, largely coterminous with the Rezoning Area

- **Zoning Text Amendments**

    - Establish the Special Atlantic Avenue Mixed-Use District largely coterminous with the Rezoning Area. The proposed special purpose district would include modifications to underlying use, bulk, parking and loading, and streetscape regulations. The proposed special district would also include requirements and incentives related to active ground-floor uses, job-generating uses, and would establish controls for building articulation and streetscape improvements along key corridors.
    - Modify Appendix F of the Zoning Resolution (ZR) to apply Mandatory Inclusionary Housing (MIH) to the proposed R7A, R7-2, R7D, C6-3A, M1-1A/R6B,, M1-2A/R6A, M1-3A/R7D, M1-4A/R9A, C4-3A, and C4-5D zoning districts to require a share of new housing to be permanently affordable where significant new housing capacity would be created.

- **Designation of an Urban Development Action Area (UDAA), Urban Renewal Area Amendment, Urban Development Action Area Project (UDAAP), and Disposition of City-Owned Land**

    - Designation of UDAAs, project approval of an UDAAP, and disposition of the City-owned property for two parcels owned and managed by HPD on Block 1136 (Lots 29, 32, 33, 34, and 35) and Block 1143 (Lot 25). HPD seeks to designate a UDAAP

for the purpose of disposition and development of affordable housing for older adults and families, as well as to provide on-site services and amenities for residents and other community facility uses.

- Acquisition and disposition actions related to the property for Block 1205, Lots 11, 14, and 111; acquisition and disposition of City-owned property located at Block 1126, Lot 32; Acquisition of City-owned property at Block 1143, Lot 25, and Disposition of City-owned property for Block 1844, Lot 1. In addition to these land use actions, potential Article XI disposition, tax exemption, and HPD financing for one or more sites to facilitate the development of affordable housing.

Principal Conclusions

As described in detail in this chapter, no significant adverse impacts on land use, zoning, or public policy are expected. The Proposed Actions would not adversely affect surrounding land uses, nor would they generate land uses that would be incompatible with existing zoning and land uses in the surrounding area. Furthermore, the Proposed Actions would not result in development that conflicts with adopted public policies.

The Proposed Actions would change the zoning in the primary Study Area to facilitate growth and development patterns that meet the long-term vision of a sustainable, mixed-use neighborhood. The zoning proposal would replace obsolete zoning and facilitate mixed-use development throughout the primary Study Area by allowing residential use, expanding the types of commercial uses and community facilities, and increasing the permitted density. The Proposed Actions would support new housing with the required, permanently affordable housing and incentivize increased jobs densities to foster a walk-to-work neighborhood with strong public transit access and near the Central Business Districts (CBDs) of Downtown Brooklyn and Lower Manhattan.

With the proposed zoning changes, residential use would be allowed throughout most of the primary Study Area, expanding the City's housing supply to help meet the housing needs of current and future residents and significantly increasing the supply of affordable housing through the application of MIH and development on City-owned land. The Proposed Actions would also create opportunities for new non-residential space, including commercial, community facility, and light industrial space, in new mixed-use buildings throughout the primary Study Area. In addition, the Proposed Actions would promote the integration and mixing of uses within mixed-use buildings through ground-floor use requirements at key locations, floor area incentives, and allowing multiple floors of non-residential use within buildings.

The Proposed Actions would map contextual zoning districts that establish street wall heights and maximum building heights and require that new housing be developed under Quality Housing regulations. Bulk regulations would encourage a range of heights and building forms, allowing sufficient flexibility for buildings to achieve the development goals identified by the community while addressing unique site conditions and reflecting the existing built character of the neighborhood. The proposed zoning districts and special purpose district would orient density in a manner that directs the highest density along Atlantic Avenue, a 120-foot-wide corridor providing access to light and air, while medium-density zoning districts would be mapped on portions

beyond 100 feet of Atlantic Avenue based on the narrower width of streets and midblock side street conditions.

The Proposed Actions would also include disposition and acquisition of property by the City, and UDAAP designations to facilitate redevelopment of public-owned and nonprofit-owned lots with affordable rental housing and community services. Development under the Proposed Actions would be compatible with the scale and use of surrounding neighborhoods and would be supportive of public policies. The range of permitted heights would address the existing low-scale context of adjacent residential neighborhoods while allowing limited portions of buildings to rise higher on certain blocks and frontages. The new land uses generated as a result of the Proposed Actions would support the existing residential populations of adjacent neighborhoods and would be compatible with land uses found in those areas.

Methodology

The purpose of this chapter is to examine the effects of the Proposed Actions on land use, zoning, and public policy and to determine whether they would result in any significant adverse impacts based on the guidance contained in the 2021 *CEQR Technical Manual*. As described in **Chapter 1, Project Description,** to assess the possible effects of the Proposed Actions, a reasonable worst-case development scenario (RWCDS) was established for both the current zoning (No-Action) and proposed zoning (With-Action) conditions for the 2034 analysis year. The RWCDS identifies projected and potential development sites. The incremental difference between the No-Action and With-Action conditions on the 54 projected development sites forms the basis of the impact category analyses in this chapter.

According to the 2021 *CEQR Technical Manual*, a preliminary assessment, which includes a basic description of existing and future land uses and zoning, should be provided for all projects that would affect land use or would change the zoning on a site, regardless of the project's (or action's) anticipated effects. The Proposed Actions exceed preliminary assessment thresholds. Detailed land use and zoning assessments are warranted because the Proposed Actions involve area-wide zoning map changes and zoning text amendments. A detailed public policy analysis was also prepared to determine the potential of the Proposed Actions to alter or conflict with applicable public policies. In accordance with the 2021 *CEQR Technical Manual*, the detailed analysis describes existing and anticipated future conditions to a level necessary to understand the relationship of the Proposed Actions to such conditions. The detailed analysis describes existing and future conditions for the 2034 Analysis or Build Year, assesses the nature of any changes to these conditions created by the Proposed Actions, and identifies those changes that could be significant or adverse.

Various sources were used to comprehensively analyze the land use, zoning, and public policy characteristics of the Study Area, including field surveys, land use and zoning maps, and online sources from the New York City Department of City Planning (DCP) and the New York City Department of Buildings. Applicable public policies were also identified.

Study Areas

According to the 2021 *CEQR Technical Manual*, the appropriate study area for land use and zoning is related to the type and size of the project being proposed and the location and neighborhood context of the area that the project could affect. As a result, land use, zoning, and public policy are addressed and analyzed for two geographical areas: (1) the primary Study Area (the Plan Area or directly affected areas); and (2) a secondary 0.25-mile Study Area that encompasses areas that have the potential to experience indirect impacts as a result of the Proposed Actions (see **Figures 2-1a and 2-1b**).

The primary Study Area is where the potential effects of the Proposed Actions would be directly experienced. As noted above, the primary Study Area consists of the 21-block Plan Area, including several frontages along Atlantic Avenue in Brooklyn CD 3 and 8, generally bounded by Vanderbilt Avenue to the west, Nostrand Avenue to the east, Herkimer Street to the north, and Bergen Street to the south, as well as two separate, non-contiguous areas on a portion of two blocks (see **Figure 2-1a**) bounded by:

- 6th Avenue to the west, Carlton Avenue to the east, Dean Street to the north, and St. Marks and Flatbush Avenues to the south.

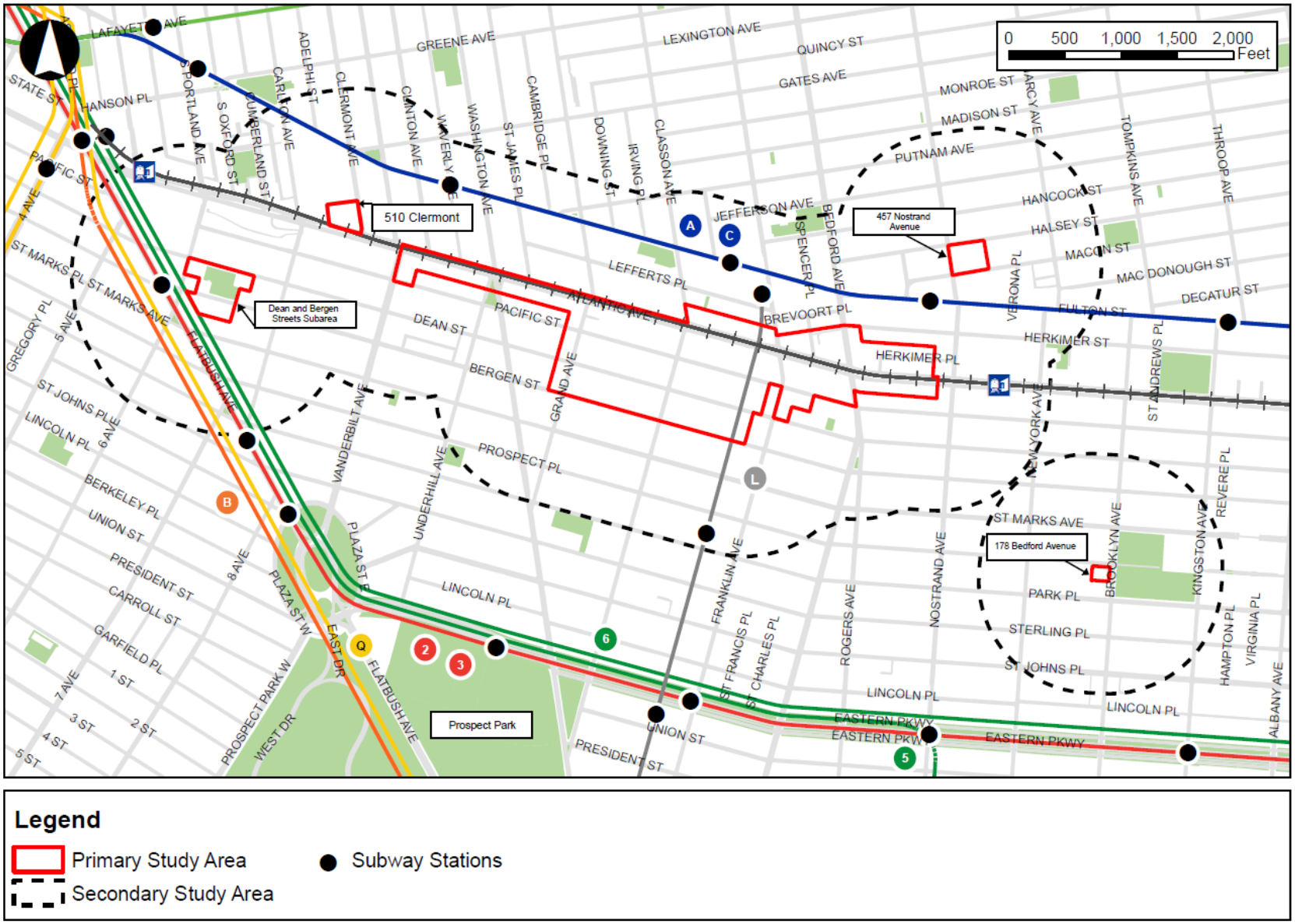
- Halsey Street to the north, Macon Street to the south, Nostrand Avenue to the west and Marcy Avenue to the east.

In response to the comments received on the Draft Scope of Work, two additional projected development sites (Projected Development Sites 53 and 55) have been included in environmental analysis to account for development that could be facilitated by future discretionary actions not subject to the current ULURP application associated with the Proposed Actions. These two separate, non-contiguous sites in CD 2 and 8 are on a portion of two blocks (see **Figure 2-1a**) bounded by:

- Fulton Street to the north, Atlantic Avenue to the south, Carlton Avenue to the west and Clermont Avenue to the east.

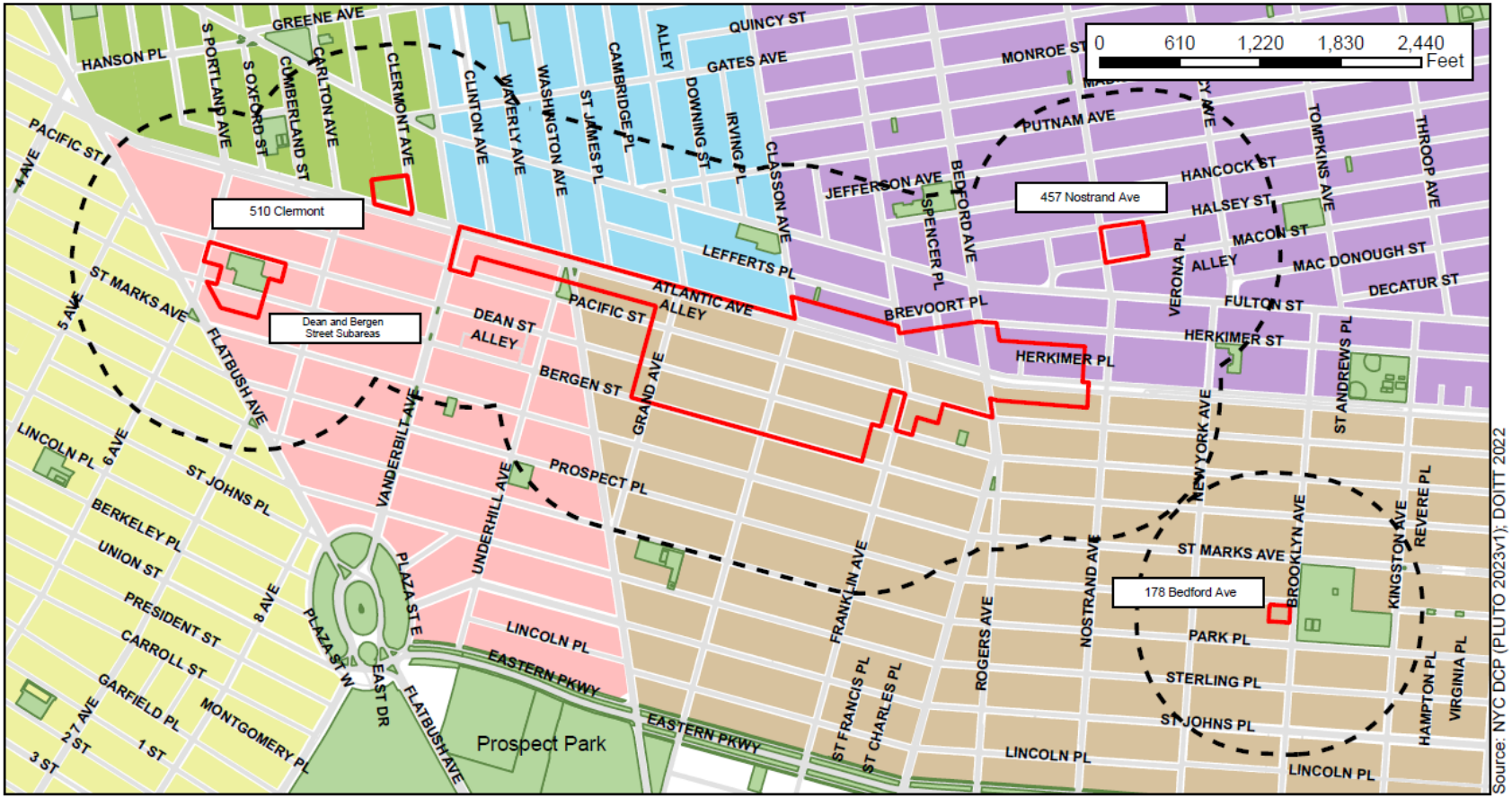
- Prospect Place to the north, Park Place to the south, New York Avenue to the west and Brooklyn Avenue to the east.

As shown in **Figure 2-1b**, the secondary Study Area extends approximately 0.25 miles from the boundary of the primary Study Area and is generally bounded by 4th Avenue to the west; Greene Avenue and Monroe Street to the north; Tompkins Avenue and Virginia Place to the east; and Eastern Parkway, Sterling Place, and St. Johns Place to the south. The assessment of land use in the secondary Study Area is discussed by neighborhood subarea and covers parts of six Central Brooklyn neighborhoods, including Fort Greene, Clinton Hill, Bedford-Stuyvesant, Park Slope, Prospect Heights, and Crown Heights (see **Figure 2-1b**).



Atlantic Avenue Mixed-Use Plan

Figure 2-1a
Land Use, Zoning and Public Policy Study Area



Atlantic Avenue Mixed-Use Plan

Figure 2 -1b
Land Use, Zoning, and Public Policy Neighborhood Subareas

Existing Conditions

Land Use

Primary Study Area

The primary Study Area is located to the north of Prospect Park where the Central Brooklyn neighborhoods of Fort Greene, Clinton Hill, Bedford-Stuyvesant, Prospect Heights, and Crown Heights converge. It includes portions of Crown Heights, Bedford-Stuyvesant, Prospect Heights, and Fort Greene. Atlantic Avenue is a major thoroughfare and one of Brooklyn's most important east–west corridors that connects Downtown Brooklyn to Queens and Long Island. It is also one of the most heavily trafficked arteries in Brooklyn and is a New York City Department of Transportation (DOT)-designated through-truck route that supports commercial and freight movement. Other secondary corridors running north–south within the primary Study Area include Vanderbilt Avenue, Grand Avenue, Classon Avenue, Franklin Avenue, and Bedford Avenue.

The primary Study Area along Atlantic Avenue functions as a corridor for automobiles with many businesses serving motorists. Within the primary Study Area, Atlantic Avenue is 120-feet wide and includes four to six travel lanes; curbside parking; narrow sidewalks; and long, infrequent crossings that make the street inhospitable for pedestrians and contribute to the corridor's auto-oriented character. The Long Island Rail Road (LIRR) Atlantic Branch is buried below the center median until it rises above grade east of Bedford Avenue to a height of 14 feet with a vehicle clearance of 11.5 feet; below the elevated portion, the street is either unused or for left-turning vehicle lanes.

Atlantic Avenue and nearby blocks within the primary Study Area are underutilized and support few businesses and low-density jobs. The area is characterized by lower-intensity uses, such as open storage and automotive-oriented uses, as well as vacant land. Atlantic Avenue bisects and forms the boundary for the adjacent Central Brooklyn residential neighborhoods of Fort Greene, Clinton Hill, Bedford-Stuyvesant, Prospect Heights, and Crown Heights.

Although the primary Study Area is located within a part of Central Brooklyn that is well-served by public transit and near job centers such as Downtown Brooklyn and Lower Manhattan, the primary Study Area along and near Atlantic Avenue has seen little new development in the last 10 years, except for the adaptive reuse of a few former industrial buildings for offices, art studios, light industrial, and retail uses. These loft-style buildings pre-date the area's zoning and do not comply with existing zoning. Moreover, most of the existing zoning within the primary Study Area does not allow new housing to be built, even though the area is surrounded by established residential neighborhoods. This area has had several private rezoning applications within the last 10 years that affect portions of one to two blocks within the primary Study Area to facilitate residential developments. Combined, these rezoning applications are anticipated to create roughly 1,500 new housing units, including 440 affordable units as part of the MIH program to the primary Study Area. A nine-story multi-family elevator apartment building, the Pacific House, in Crown Heights, containing 175 dwelling units (DUs), including 53 affordable units,[1] was recently

[1] The 53 affordable housing units are targeted for residents at 80 to 130 percent of the area median income (AMI).

completed at 1010 Pacific Street, which was rezoned to R7A (MIH) with a C2-4 overlay.[2] In addition, a nine-story multi-family elevator building with ground-floor retail, the Grand Pacific Complex, containing 69 DUs, including 18 affordable units,[3] was recently completed but not yet occupied at the corner of Pacific Street and Grand Avenue (979 Pacific Street), which was rezoned to R7D (MIH) with a C2-4 overlay.[4] Construction is also underway for mixed-use development containing residential use on the north side of Atlantic Avenue between Classon and Franklin Avenues in southern Bedford-Stuyvesant, which was rezoned to C6-3A (MIH). See the *No-Action Conditions* section for further discussion of anticipated future developments in the absence of the Proposed Actions.

The primary Study Area including the four separate, non-contiguous areas comprises 321 lots, slightly more than 2.0 million sf of lot area, and nearly 2.9 million sf of building area. As **Figure 2-2a** and **Table 2-1** show, the primary Study Area comprises a mix of land uses, with residential uses the most prevalent in terms of the number of lots, accounting for nearly 25 percent of the lots, but only 10 percent of the total lot area, and just under 19 percent of the total built floor area. Industrial and manufacturing uses account for the most prevalent land use in the primary Study Area according to both lot area and building area, representing approximately 15 and 24 percent, respectively, but accounting for only 12 percent of lots.

Table 2-1: Existing Land Uses in the Primary Study Area

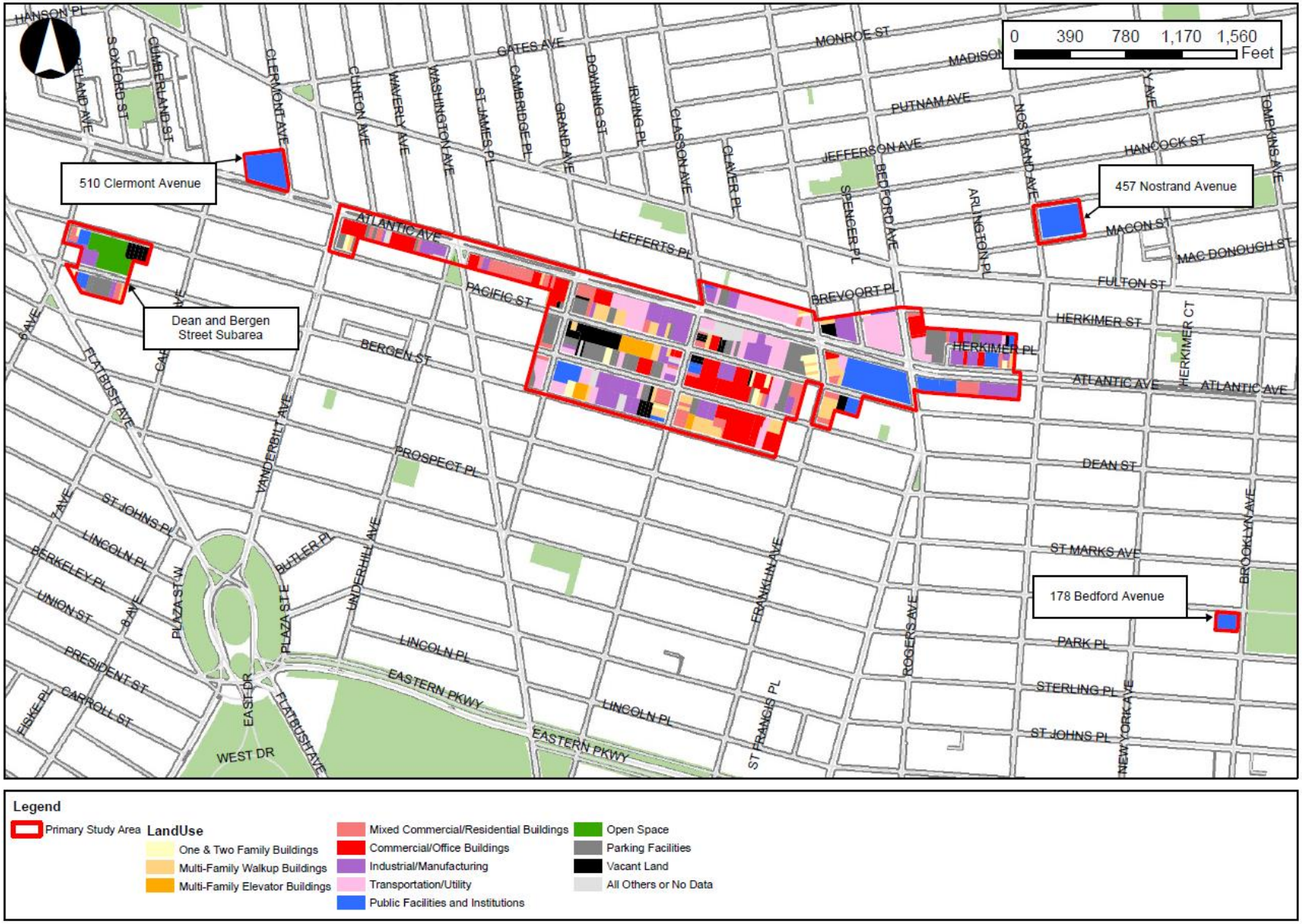
Land Use	Number of Lots	% of Total Lots	Lot Area (sf)	% of Total Lot Area	Building Area (sf)	% of Total Building Area
Residential	79	24.6%	214,101	10.4%	531,738	18.6%
One- & Two-Family Buildings	24	7.5%	43,417	2.1%	55,981	2.0%
Multi-Family Walkup Buildings	52	16.2%	129,222	6.3%	281,893	9.9%
Multi-Family Elevator Buildings	3	1.0%	41,462	2.0%	193,864	6.8%
Mixed Commercial/Residential Buildings	65	20.5%	179,958	8.8%	438,989	15.4%
Commercial/Office Buildings	24	7.4%	273,109	13.3%	432,776	15.2%
Industrial/Manufacturing	39	12.5%	316,399	15.4%	673,607	23.6%
Transportation/Utility	28	8.7%	287,380	14.0%	118,167	4.1%
Public Facilities & Institutions	15	3.8%	285,099	13.9%	583,993	20.4%
Open Space	1	0.3%	55,725	2.7%	1,000	0.0%
Parking Facilities	37	11.2%	224,644	10.9%	46,050	1.6%
Vacant Land	33	10.6%	216,772	10.6%	30,100	1.1%
Total	**321**	**100.0%**	**2,053,187**	**100.0%**	**2,856,420**	**100.0%**

Source: City of New York 2024; January 2024 field visits.

[2] ULURP No. C 180042 ZMK, N 180043 ZRK was an application by 1010 Pacific Street LLC to rezone the southeastern frontage of Pacific Street between Grand and Classon Avenues from M1-1 to R7D/C2-4, which was modified by the City Planning Commission to R7A/C2-4 (CEQR No. 16DCP134K).

[3] Of the 69 DUs, 18 are income restricted and rent stabilized, and 14 are targeted for residents earning 40 to 60 percent of the AMI.

[4] Grand Avenue and Pacific Street (ULURP No. C 190256 ZMK, N 190257 ZRK) was an application by EMP Capital LLC to rezone the northeastern and southeastern corners of Grand Avenue and Pacific Street from M1-1 to R7D/C2-4 (CEQR No. 19DCP114K).



Atlantic Avenue Mixed-Use Plan

Figure 2-2a
Primary Study Area Land Use

Residential uses include one-and two-family buildings as well as larger multi-family walkup and elevator apartment buildings with multi-family walkup and elevator buildings accounting for roughly 17 percent of total lots, about 8 percent of the total lot area, and nearly 17 percent of the total building area. One- and two-family buildings account for only 2 percent of total lot area and building area, and 7.5 percent of the total lots. As shown in **Figure 2-2a**, residential uses are generally clustered in small pockets of the primary Study Area, on the mid-blocks of east–west streets. Residential uses are located on the north and south sides of Pacific Street between Grand and Classon Avenues, on the east and west sides of Classon Avenue between Bergen and Dean Streets, on the east and west sides of Bedford Avenue between Atlantic Avenue and Dean Street, and on the north side of Dean Street between Grand and Franklin Avenues, as well as along Franklin Avenue. Existing housing was either in existence prior to 1961 and is legally non-conforming or built pursuant to a variance by the New York City Board of Standards and Appeals[5] or recent rezonings.

As noted previously, Atlantic Avenue, within the primary Study Area, is characterized by a mix of low-density uses including warehousing and distribution, self-storage, automotive shops, open storage, and parking, as well as vacant lots. Industrial and manufacturing uses primarily occupy larger lots fronting Atlantic Avenue, as well as a sizable portion of the midblock area on the block bounded by Pacific Street, Classon Avenue, Bergen Street, and Grand Street. Transportation and utilities also occupy larger lots fronting Atlantic Avenue to the east of Grand Avenue, making up 14 percent of total lot area and nearly 9 percent of lots, but only 4 percent of building area. Between Franklin and Classon Avenues, the Metropolitan Transportation Authority (MTA) operates two lots along the south side of Atlantic Avenue near the corner of Franklin Avenue that support transportation-related uses including a cable storage and repair facility (Block 1126, Lot 32)[6] and open vehicle storage (Block 1126, Lot 57).[7] Parking facilities are scattered throughout the primary Study Area and represent approximately 11 percent of the total lot area and nearly 2 percent of the building area. Nearly 11 percent of the primary Study Area's lot area and 10 percent of lots are vacant land or contain vacant buildings.

Mixed commercial and residential land uses primarily occupy smaller lots fronting Atlantic Avenue and make up approximately 20 percent of total lots in the primary Study Area and 15 percent of building area, but slightly less than 9 percent of the lot area. Commercial buildings, including offices, hotels, eating and drinking establishments, and other retail uses make up nearly 15 percent of building area, 13 percent of lot area, and 7.5 percent of the total lots, with concentrations of commercial buildings on the two blocks bounded by Pacific Street, Bergen Street, Franklin Street, and Classon Avenue, as well as on the south side of Atlantic Avenue west of Grand Avenue. Some of the prominent commercial buildings in the primary Study Area include the former Studebaker Service Station building at 1000 Dean Street, which houses creative office

[5] These include variances to permit a four-story residential building with 31 DUs at 799-805 Bergen Street (165-05-BZ), a four-story residential building at 871 Bergen Street (278-06-BZ), a five-story residential building at 887 Bergen Street (79-06-BZ), a four-story residential building at 583 Franklin Avenue (98-08-BZ), the residential conversion of an existing factory building at 964 Dean Street (311-12-BZ), and two three-story single-family residences at 10 Underhill Avenue (221-14-BZ).
[6] Lot 32 on Block 1126 is 25,749 sf and is owned by the City and occupied by the MTA under a master lease.
[7] Lot 57 is 30,230 sf and is owned in fee by the MTA.

space and the coworking company Industrious; the community development non-profit IMPACCT, among others, in 150,000 sf; as well as the Greenpoint Manufacturing and Design Center, which serves as a hub for manufacturing and makerspace uses at 1102 Atlantic Avenue within a two-story, approximately 45,000 sf loft building.

Public facilities account for slightly more than 20 percent of the total building area and nearly 14 percent of the total lot area in the primary Study Area, but less than 5 percent of lots. As noted above, three of the four non-contiguous areas of the primary Study Area include City-owned sites occupied by public school facilities. PS K753 School for Career Development is a 59,200-sf school serving students with special needs at 510 Clermont Avenue (Block 2008, Lot 1). It occupies the property at the northwest corner of Atlantic and Clermont Avenues in Fort Greene. An alternate learning center for middle and high school students is located at 178 Brooklyn Avenue (Block 1235, Lot 37) within a single-story, 15,700-sf school at the southwest corner of Brooklyn Avenue at Prospect Place in Crown Heights. An adult and continuing education center (High School Equivalency Unit or Adult Learning Center) is located at 457 Nostrand Avenue (Block 1844, Lot 1) along the east side of Nostrand Avenue between Halsey and Macon Streets in Bedford-Stuyvesant. It occupies a four-story, 167,400-sf building (Girls' High School), which is a designated New York City Landmark and is located within and a contributing resource to the LPC-designated Bedford Historic District

Another public school within the primary Study Area is the Gotham Professional Arts Academy at 561 Grand Avenue in Crown Heights, which serves high school students. The primary Study Area also includes houses of worship at 1222 Atlantic Avenue,[8] which is a New York City Landmark and listed on the National Register of Historic Places; 1313 Bedford Avenue; and 652 Classon Avenue in Crown Heights. In addition, the approximately 165,000-sf Bedford-Atlantic Armory (23rd Regiment Armory) at 1322 Bedford Avenue, between Atlantic Avenue and Pacific Street in Crown Heights, accommodates a 400-bed homeless shelter (Bedford-Atlantic Shelter) for single men operated by the New York City Department of Homeless Services (DHS). DHS also uses the building for a training facility for DHS peace officers, storage, and laundry, but there is a large amount of underutilized space in the armory. It is City-owned and a New York City Landmark, as well as listed on the National Register of Historic Places due to the facade's Romanesque Revival style.

Less than 3 percent of the total lot area within the primary Study Area is occupied by open space. With the exception of the approximately 1.3-acre Dean Street Playground, located within the Dean and Bergen Streets subarea, most public open space is located outside the primary Study Area. Along Atlantic Avenue, the primary Study Area includes the northern tip of Lowry Triangle, located at the intersection of Washington, Underhill, and Atlantic Avenues. The 0.42-acre Lowry Triangle is owned and operated by the New York City Department of Parks and Recreation (DPR) and features shaded seating areas and a monument to Reverend Benjamin James Lowry.

In addition to Dean Street Playground, the Dean and Bergen Streets subarea, which encompasses portions of two blocks located in Prospect Heights, consists primarily of two parcels

[8] St. Bartholomew's Church at 1222 Atlantic Avenue/1227 Pacific Street is only partially within the primary Study Area.

of land owned by the City, under HPD's jurisdiction, within a block of each other, at 543 Dean Street and 516 Bergen Street. Additional land uses in this subarea include two- to five-story residential and mixed-use buildings with ground-floor commercial uses, a City-owned fire station (Engine 219, Ladder 105) at 492 Dean Street operated by the Fire Department of New York City, two-story commercial buildings, a church and parking lot, and a nine-story warehouse.

The primary Study Area is close to public transit. The A and C subway lines and B25 and B26 bus routes travel along Fulton Street two blocks to the north, the B45 operates on Atlantic and Washington Avenues, the B65 operates on Bergen and Dean Streets, the B48 operates on Classon and Franklin Avenues, the B49 operates on Bedford and Franklin Avenues, and the B44 operates on Nostrand and Rogers Avenues, which also operates as a Select Bus Service (SBS) route. The Franklin Avenue shuttle (S), a two-car subway connecting the neighborhoods of Bedford-Stuyvesant, Brooklyn, with Prospect Lefferts Gardens, Brooklyn, runs north–south through the primary Study Area, with connecting service to several subway lines (C, 2, 3, 4, 5, B and Q subway lines). Within the primary Study Area, the Franklin Avenue shuttle's elevated train crosses over Atlantic Avenue, Pacific Street, Dean Street, and Bergen Street approximately 150-200 feet west of Franklin Avenue. Additionally, Atlantic Terminal is three blocks to the west of the primary Study Area. The terminal is a multi-modal transit hub with access to 10 subway lines and the LIRR. Less than a half mile to the south of the primary Study Area is the Franklin Avenue station at Eastern Parkway, which provides access to the 2, 3, 4, and 5 subway lines. Less than one block outside the primary Study Area, at the intersection of Atlantic and Nostrand Avenues, is a newly renovated LIRR station that provides regional access to Atlantic Terminal, East New York, and various stations in Queens and Long Island. Additionally, the LIRR stop at Nostrand Avenue is also a key regional link, connecting the area to Downtown Brooklyn, East New York, JFK Airport, and Nassau and Suffolk Counties.

Secondary Study Area

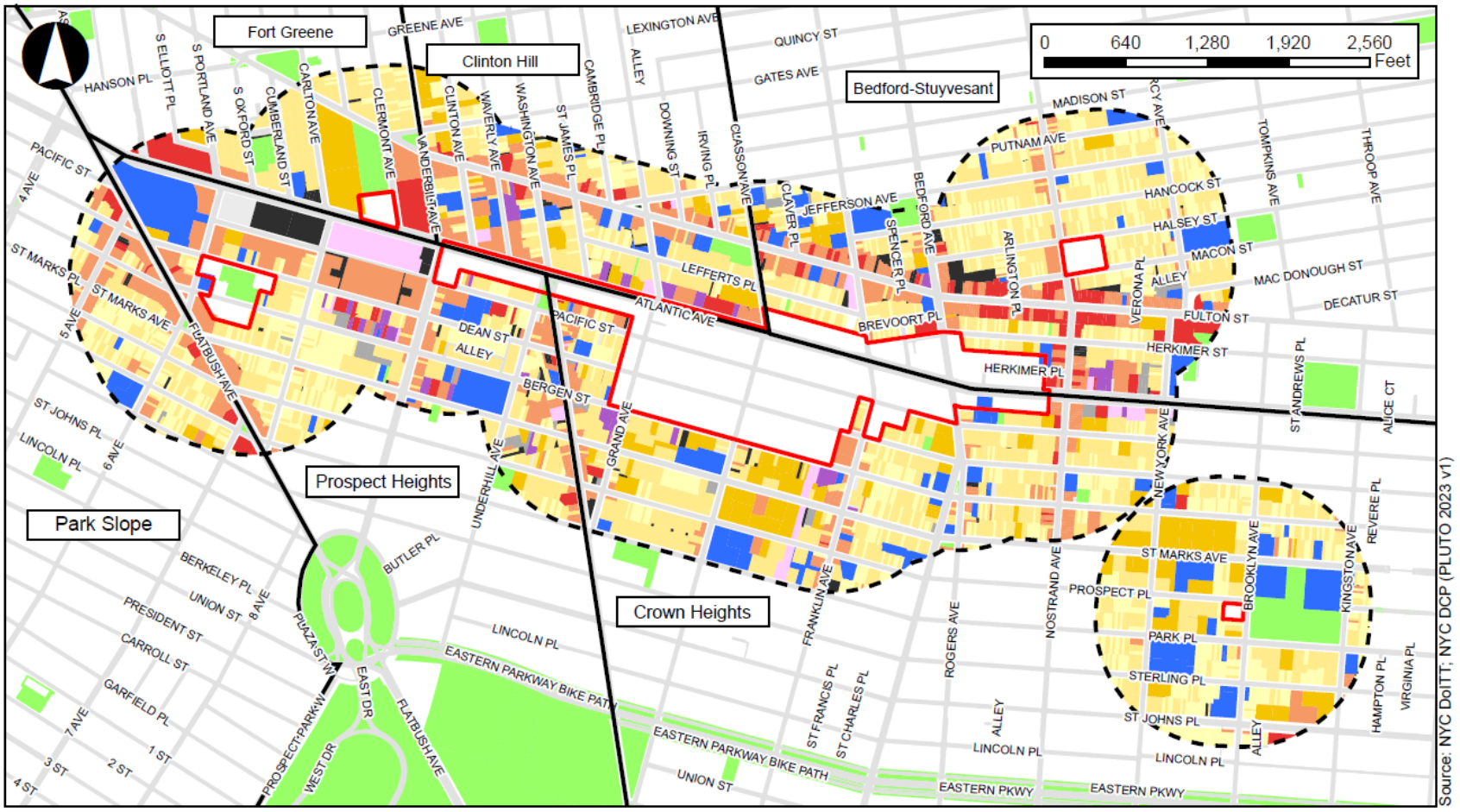
The secondary Study Area includes portions of six neighborhoods or, for the purpose of this analysis, subareas: Fort Greene, Clinton Hill, Bedford-Stuyvesant, Park Slope, Prospect Heights, and Crown Heights. As indicated in **Figure 2-1b**, Fort Greene, Clinton Hill, and Bedford-Stuyvesant compose the portion of the secondary Study Area generally to the north of the primary Study Area; the Prospect Heights and Crown Heights subareas compose the portion of the secondary Study Area to the south; and the Park Slope subarea composes the portion of the secondary Study Area to the southwest.

In its entirety, the secondary Study Area comprises nearly 5,300 lots, roughly 18.5 million sf of lot area, and more than 41.4 million sf of building area (see **Table 2-2**). As shown in **Figure 2-2b**, the secondary Study Area is primarily residential, compared to the primary Study Area. More than 60 percent of the total lot area, 77 percent of lots, and nearly 58 percent of the total building area in the secondary Study Area is occupied by residential uses (refer to **Table 2-2**). All six of the neighborhood subareas are largely residential and support low- to mid-rise residential buildings where housing demand and costs have soared in recent years.

Table 2-2: Existing Land Uses in the Secondary Study Area

Land Use	Number of Lots	% of Total Lots	Lot Area (sf)	% of Total Lot Area	Building Area (sf)	% of Total Building Area
Residential	4,070	76.8%	11,250,587	60.7%	23,944,179	57.8%
One- & Two-Family Buildings	1,553	29.3%	3,174,715	17.1%	4,670,812	11.3%
Multi-Family Walkup Buildings	2,390	45.1%	6,176,548	33.3%	12,088,254	29.2%
Multi-Family Elevator Buildings	127	2.4%	1,899,324	10.2%	7,185,113	17.4%
Mixed Commercial/Residential Buildings	736	13.9%	2,435,738	13.1%	9,835,480	23.8%
Commercial/Office Buildings	112	2.1%	1,103,836	6.0%	3,468,837	8.4%
Industrial/Manufacturing	36	0.7%	236,898	1.3%	450,615	1.1%
Transportation/Utility	21	0.4%	300,306	1.6%	65,636	0.2%
Public Facilities & Institutions	108	2.0%	1,949,001	10.5%	3,530,251	8.5%
Open Space	47	0.9%	595,280	3.2%	11,977	0.0%
Parking Facilities	42	0.8%	201,056	1.1%	86,661	0.2%
Vacant Land	126	2.4%	472,411	2.5%	10,778	0.0%
Total	**5,298**	**100.0%**	**18,545,113**	**100.0%**	**41,404,414**	**100.0%**

Source: City of New York 2024; January 2024 field visits.
Note: Total lot areas and built areas included for all lots that have 50 percent or more of their area within a 0.25-mile radius of the primary Study Area (refer to **Figure 2-2b**).



Atlantic Avenue Mixed-Use Plan

Figure 2-2b
Secondary Study Area Land Use

Mixed commercial and residential buildings provide the second most prevalent land use in the secondary Study Area, accounting for roughly 13 percent of the total lot area and nearly 24 percent of the total building area (see **Table 2-2**). As shown in **Figure 2-2b**, retail and local services are concentrated on Fulton Street to the north and along several north–south corridors, such as Flatbush, Vanderbilt, Washington, Franklin, Bedford, and Nostrand Avenues in the secondary Study Area. There is little vacant land in the secondary Study Area; less than 3 percent of total lots and the total lot area is composed of vacant land.

The secondary Study Area also includes several LPC-designated historic districts, including the Fort Greene Historic District, Prospect Heights District, Crown Heights North I, II, and III Historic Districts, Clinton Hill Historic District, and Bedford Historic District.[9]

Fort Greene

The southern edge of the larger Fort Greene Central Brooklyn neighborhood falls in the secondary Study Area. The Fort Greene neighborhood subarea is located northwest of the primary Study Area and includes the area north of Atlantic Avenue between Flatbush and Vanderbilt Avenues. The southern edge of the Fort Greene Historic District sits along the northern edge of the secondary Study Area.

Fort Greene's main artery in the secondary Study Area is Fulton Street. This neighborhood subarea contains little vacant land, few parking facilities, and no industrial/manufacturing uses. The Fort Greene neighborhood subarea is primarily composed of residential land uses, with multi-family walkup and elevator buildings being the most common. Older two- to four-story brick and brownstone rowhouses, as well as taller residential buildings are located within the subarea. The neighborhood subarea includes the 31-story, 300-unit, New York City Housing Authority's Atlantic Terminal Site 4B development at 487 Carlton Avenue and the Second Atlantic Terminal Housing development—consisting of three 15-story residential buildings—at 475 Carlton Avenue, north of the Atlantic Terminal Site 4B. Another larger residential development is the 12-story mixed-use building at 475 Claremont Avenue, which houses 363 DUs.

Commercial use is concentrated at the northwestern edge of the secondary Study Area at the intersection of Flatbush and Atlantic Avenues, which includes Atlantic Terminal, a multi-modal public transit hub and gateway to Downtown Brooklyn, which is a high-density neighborhood that serves as a CBD serving the entire City. Directly above Atlantic Terminal is a 5-story shopping mall, which includes restaurants and entertainment venues, as well as Two Hanson Place, a 14-story, 400,000 sf office building with direct access to Atlantic Terminal. Atlantic Center Mall is located on the north side of Atlantic Avenue directly east of Atlantic Terminal. Another large office building with flexible floorplates in the Fort Greene subarea is located at 470 Vanderbilt Avenue, which includes 771,000 rentable sf in 12 stories and houses government offices. Notable institutions in this neighborhood subarea include the Brooklyn Academy of Music at 30 Lafayette Avenue and the Museum of Contemporary African Diasporan Arts at 80 Hanson Place.

[9] See **Chapter 7, Historic and Cultural Resources**.

Open space in the Fort Greene subarea includes two DPR parks and a high school athletic field. The 1.19-acre South Oxford Park, located along the south side of Atlantic Commons between South Oxford Street and Cumberland Street, features a public playground, a large multipurpose field, gardens, and tennis courts. The athletic sports fields at Brooklyn Technical High School along the west side of Clermont Avenue between Atlantic Avenue and Fulton Street offer another open space, as does the 1.16-acre, triangular Cuyler Gore Park, which is located along the northern edge of the secondary Study Area bounded by Carlton Avenue, Fulton Street, and Green Avenue.

Fort Greene is served by the New York City subway at the Fulton Street (G) station and the Lafayette Avenue (A and C) station. It is also served by the Atlantic Terminal, linking the neighborhood to the LIRR, as well as a connection to the Atlantic Avenue-Barclays Center subway station that services the 2, 3, 4, 5, B, D, N, Q, R, and W trains.

Clinton Hill

The Clinton Hill neighborhood subarea is located north of the primary Study Area between Vanderbilt and Classon Avenues to the east of Fort Greene. The secondary Study Area includes the southern edge of Clinton Hill, which is largely residential, supporting a mix of one- and two-family residences, as well as larger multi-family walkup and elevator apartment buildings. Commercial and mixed-use residential and commercial buildings are clustered along Fulton Street and on the north side of Atlantic Avenue in this neighborhood subarea. Atlantic Avenue also includes a few light industrial uses and transportation-related uses. Public facilities are distributed throughout this neighborhood subarea and include PS 11 at 419 Waverly Avenue, PS 56 at 160 Gates Avenue, the Brown Memorial Baptist Church at 484 Washinton Avenue, and the Church of St. Luke and St. Matthew at 520 Church Avenue, which also is a New York City Landmark.

Public open space in this neighborhood subarea includes the approximately 0.93-acre Crispus Attucks Playground at the intersection of Fulton Street and Classon Avenue, and Putnam Triangle, a pedestrian plaza at the intersection of Putnam Avenue and Grand Street. The neighborhood subarea is served by the Clinton-Washington Avenues subway station (C subway line) with entrances at the intersection of Clinton Avenue and Fulton Street. Recently completed buildings in this neighborhood subarea include the 29-story mixed-use residential and commercial building, The Axel, at 545 Vanderbilt Avenue, which includes 264 DUs, and the 9-story, Arris Grand at 445 Grand Street, which includes 112 DUs.

Bedford-Stuyvesant

The Bedford-Stuyvesant neighborhood subarea is located to the north and west of the primary Study Area, from Classon Avenue to Tompkins Avenue to the east of Clinton Hill. The secondary Study Area includes the southwestern portion of Bedford-Stuyvesant, which is largely residential, with multi-family walkup residential buildings, consisting of three- to four-story rowhouses the most prevalent. The Bedford Historic District includes the eastern portion of the Bedford-Stuyvesant neighborhood subarea.

Mixed-use residential and commercial buildings and commercial uses are clustered along Fulton Street, as well as sparsely along Classon, Bedford, Nostrand, and Franklin Avenues. Atlantic Avenue supports a mix of uses, including mixed-use, commercial, light industrial and transportation/utility, and parking uses. Restoration Plaza, a City block bounded by Fulton Street, Herkimer Street, Brooklyn Avenue, and New York Avenue that serves as an anchor and cultural hub for Central Brooklyn is at the eastern edge of the secondary Study Area. It includes several low- to mid-rise buildings that support office, retail, and community facilities, as well as publicly accessible private open space.

Public facilities are scattered throughout this subarea and include public elementary, intermediate, and high schools, including PS 3, The Bedford Village, at 50 Jefferson Avenue; Brooklyn Academy High School at 832 Marcy Avenue (which is a New York City Landmark); and PS K140 and Uncommon Schools Leadership Preparatory Bedford-Stuyvesant Charter School at 141 Macon Street. There are also several houses of worship at 20 Madison Street (the Elin International Fellowship), 833 Marcy Avenue (the Concord Baptist Church of Christ), 260 Jefferson Avenue (Siloam Presbyterian Church), 527 Classon Avenue (Gospel Hall), 1091 Fulton Street (the Universal Church), 1266 Bedford Avenue (Masjid AT Taqwa Inc.), and 92 Herkimer Street (Friends Baptist Church). In addition, the Concord Nursing and Rehabilitation Center is located at 300 Madison Avenue, and Concord Senior Residences and Senior Center are located at 375 Putnam Avenue. The Bedford Library is located at 496 Bedford Avenue, which is temporarily closed for a heating and cooling system upgrade (reopening in early 2025).

Open spaces within this neighborhood subarea include the jointly operated (Department of Education (DOE)/DPR) 1.55-acre John Hancock Playground along the west side of Bedford Avenue between Hancock Street and Jefferson Avenue, and the 1.3-acre Potomac Playground along Tompkins Avenue between Halsey and Macon Streets. Vacant land makes up roughly 3 percent of lots and lot area in this neighborhood subarea. This neighborhood subarea is served by the New York City subway at the Nostrand Avenue subway (A/C) station along Fulton Street and the Franklin Avenue (S) station near Lefferts Place, as well as the elevated Nostrand Avenue LIRR station, which is located along Atlantic Avenue between Nostrand and New York Avenues.

Park Slope

The Park Slope neighborhood subarea comprises the western edge of the secondary Study Area. It includes the area to the southwest of Flatbush Avenue and is the smallest neighborhood subarea. As shown in **Figure 2-2b**, with the exception of the Flatbush Avenue and 5th Avenue corridors, this neighborhood subarea is primarily residential, with mixed-use residential and commercial buildings accounting for the second most prevalent land use in terms of number of lots, total lot area, and building area.

Most residential buildings are one- and two-family houses and low-rise multi-family walkup residential buildings. Mixed-use residential and commercial buildings and commercial buildings are concentrated along Flatbush and 5th Avenues. There are no industrial/manufacturing or transportation/utility uses, limited parking facilities, and little to no open space in the subarea. Vacant land accounts for roughly 1 percent of lots and total lot area. Public facilities include houses of worship, including the Universal Church at 51 Fourth Avenue, Immanuel-First Spanish

Church at 424 Dean Street, Park Slope Christian Tabernacle at 98 5th Avenue, and St. Augustine – St. Francis Xavier Church at 225 6th Avenue. Recent development in this neighborhood subarea area includes Signum at 375 Dean Street that introduced 143 DUs, including 36 income-restricted and rent-stabilized units, as well as local retail and community facility space.

The Atlantic Avenue-Barclays Center subway station is located at the northern edge of the subarea and connects the neighborhood to the 2, 3, 4, 5, B, D, N, R, and Q subway lines. In addition, the Bergen Street subway station at Bergen Street and Flatbush Avenue serves the 2, 3, and 4 subway lines.

Prospect Heights

The Prospect Heights neighborhood subarea is located south and west of the primary Study Area and is bounded by Atlantic Avenue to the north, Washington Avenue to the east, Prospect Place and Sterling Place to the south, and Flatbush Avenue to the west. The secondary Study Area includes the northern portion of Prospect Heights, and the Prospect Heights Historic District overlays much of this neighborhood subarea south of Pacific Street.

At its northern edge, Prospect Heights includes Pacific Park, a multi-phased development project led by the Empire State Development Corporation that spans 5 blocks and 22 acres with over 6,000 units, new publicly accessible open space, community facilities, offices, and retail space, including the 18,000-seat Barclays Center Arena. Pacific Park, formerly known as Atlantic Yards, is subject to a General Project Plan that was approved in 2006 and has since been amended to accommodate updates to the proposal. Recently completed developments include Plank Road at 662 Pacific Street, which introduced 312 residences, including 94 units for residents at 130 percent of Area Median Income (AMI), and 595 Dean Street, which added 798 residences, including 240 affordable units at 130 percent of AMI. As of summer 2024, 3,212 out of the expected 6,430 DUs of Pacific Park have been completed, including 1,374 income-restricted units, leaving approximately 3,218 DUs including 876 income-restricted units to be completed during the second phase of construction. In addition, approximately 91,000 square feet (sf) of retail space has been completed on the ground floor of new residential buildings, with the remaining commercial and hotel space yet to be constructed, and a new school opened on the Pacific Park site in September 2024.

Directly southwest of the primary Study Area is the Pacific Park site, known as 550 Vanderbilt Avenue, comprising a 17-story mixed-use building with 278 condominium units constructed in 2017. Pacific Park sites directly west of the primary Study Area along Atlantic Avenue are slated for a future development phase and currently are occupied by an open rail cut.

Excluding Pacific Park, most residential development in this area consists of older three- to four-story walkup multi-family residential buildings and one- and two-family rowhouses as well as some multi-family elevator buildings. In addition to Barclays Center Arena, other public facilities include PS 9 at 80 Underhill Avenue and St. Joseph's Catholic Church at 856 Pacific Street.

Mixed-use residential and commercial as well as commercial uses are concentrated along Flatbush and Vanderbilt Avenues, with Flatbush Avenue being a main retail strip for this area of Brooklyn, and Vanderbilt Avenue serving more local retail needs. Open space within this neighborhood subarea includes the 0.59-acre James Forten Playground at the southeast corner of Underhill Avenue and Prospect Place and the Prospect Heights Community Farm located on the south side of St. Marks Avenue between Vanderbilt and Underhill Avenues.

The Bergen Street subway station is located along the eastern edge of the subarea along Flatbush Avenue, which connects the area to the 2, 3, and 4 subway lines. In addition, the Atlantic Avenue-Barclays Center subway station is at the northwestern tip of the subarea and connects the neighborhood to the 2, 3, 4, 5, B, D, N, R, and Q subway lines, and the LIRR.

Crown Heights

The northwestern portion of the larger Crown Heights Central Brooklyn neighborhood falls within most of the primary area as well as the secondary Study Area. The Crown Heights neighborhood subarea is located east of Prospect Heights and south and east of the primary Study Area. It is bounded by Atlantic Avenue to the north, Kingston Avenue/Viriginia Place to the east, Sterling Place/Eastern Parkway to the south, and Washington Avenue to the west. It is the largest neighborhood subarea and includes portions of the Crown Heights North Historic District, Crown Heights North II Historic District, Crown Heights North III Historic District, and the Park Place Historic District.

The Crown Heights neighborhood subarea is primarily made up of residential land uses, with multi-family walkup and elevator buildings being the most common. The neighborhood is characterized by older low-rise, two- to four-story brick and brownstone rowhouses, as well as four-story residential buildings and a few larger apartment buildings, including the 12-story 545 Park Place residential building, a 10-story building near Bergen Street and the Franklin Avenue shuttle line, and a 14-story building along St. Mark's Avenue.

The neighborhood subarea's core commercial corridors include Franklin and Nostrand Avenues. The subarea includes little vacant land and few parking facilities; industrial/manufacturing, transportation and utility uses in this neighborhood subarea are limited. Public facilities and institutional uses are distributed throughout the neighborhood subarea and include public schools, several houses of worship, a children's museum (Brooklyn Children's Museum), a public library branch (Brower Park Library Branch), and three senior facilities. The public schools include PS 289 at the southwest corner of Kingston and St. Marks Avenue and PS 705 Brooklyn Arts and Science Elementary School located at the northwest corner of St. Marks Place and Classon Avenue. The houses of worship include Ebenezer Wesleyan Methodist Church at 1024 Bergen Street, Bedford Presbyterian Church at the southeast corner of Nostrand Avenue and Dean Street, Hebron Seventh Day Adventist Church at the southwest corner of New York Avenue and Dean Street, and St. Gregory Roman Catholic Church along the west side of Brooklyn Avenue between Sterling and St. Johns Places. The three senior facilities include Fort Green Square Senior Center located at the southeast corner of Rogers Avenue and Dean Street, Crown Heights Center for Nursing and Rehabilitation at 810-820 St. Marks Avenue, and the Downtown Brooklyn Nursing and Rehabilitation Center at 727 Classon Avenue.

Open space in the Crown Heights neighborhood subarea includes the approximately 7-acre Brower Park and three community gardens: Walt C. Shamel Garden on the north side of Dean Street between Franklin and Bedford Avenues, Westbrook Memorial Garden on the north side of Pacific Street between Rogers and Nostrand Avenues, and 1100 Block Bergen Associated Garden on the north side of Bergen Street between Nostrand and New York Avenues.

The Crown Heights subarea is served by the New York City subway at the Park Place (S) station and the Nostrand Avenue LIRR station along Atlantic Avenue between Nostrand and New York Avenues. In addition, Crown Heights is served by public transportation along Eastern Parkway, located two to four blocks south of the secondary Study Area with a few subway stations with service to the 2, 3, 4, and 5 subway lines.

Zoning

Primary Study Area

As shown in **Figure 2-3**, the primary Study Area is mainly zoned for high-performance manufacturing, with pockets of central commercial and medium-density residential districts that have been mapped as part of private rezoning applications. Most of the primary Study Area's current zoning was established in 1961, and it prevents new housing and limits job growth despite the area's proximity to mass transit, retail, schools, parks, arts, and cultural institutions. The entire primary Study Area is within New York City's Transit Zone.[10] The primary Study Area also includes a Special Mixed-Use (MX) district, which is superimposed over the western portion of a single block bounded by Pacific Street, Franklin Avenue, Dean Street, and Classon Avenue.

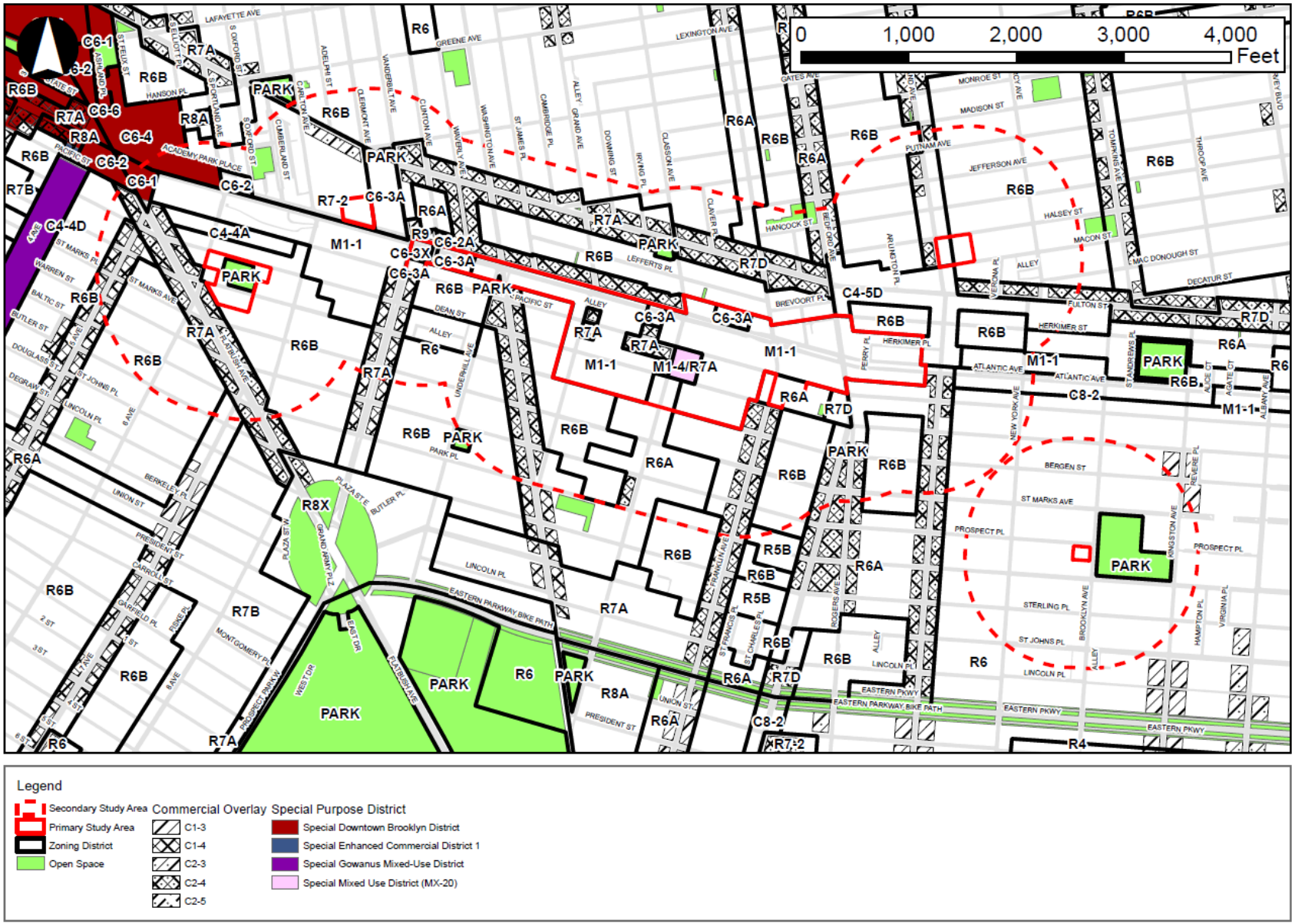
Existing zoning districts in the primary Study Area are listed in **Table 2-3** and described in greater detail below.

Table 2-3: Summary of Existing Zoning and Allowable Densities in the Primary Study Area

Zoning District	Residential Floor Area Ratio (FAR)	Commercial FAR	Industrial FAR	Community Facility FAR
M1-1	-	1.0	1.0	2.4
C6-3X	9.7	6.0	-	9.0
C6-3A	8.5	6.0	-	7.5
C6-2A	7.2	6.0	-	6.5
R7A/C2-4	4.6	2.0	-	4.0
M1-4/R7A	4.6	2.0	2.0	4.0
R6A	3.0	-	-	3.0
R6B	2.0	-	-	2.0
R7D/C2-4	5.6 (MIH)	2.0	-	4.2

Note: *Under the Quality Housing option, on wide streets (defined as greater than 75 feet wide), residential uses are allowed a maximum of 4.0 FAR in R7-2 districts and up to 3.0 FAR in R6 districts.

[10] An area where special lower accessory parking requirements apply for various types of affordable housing including income-restricted housing units. These are areas of the City beyond the Manhattan Core within 0.5 miles of a subway station where auto ownership rates are among the lowest in the City.



Atlantic Avenue Mixed-Use Plan

Figure 2-3
Existing Zoning

M1-1

M1-1 is mapped across most of the primary Study Area in an area bounded by Vanderbilt Avenue to the west, Nostrand Avenue to the east, Atlantic Avenue to the north, and Bergen Street to the south. This district was established in 1961 and permits low-density commercial and light manufacturing uses, including office, repair shops, and wholesale service facilities with high off-street accessory parking requirements. M1 districts allow one- or two-story warehouses for light industrial uses and are intended for light industry; however, heavy industrial uses are permitted in M1 districts as long as they meet the strict performance standards[11] set forth in the ZR.

The district has a maximum floor area ratio (FAR) of 1.0 for high-performance manufacturing and commercial uses; certain community facility uses are permitted at a maximum FAR of 2.4. Hotels are only allowed by special permit. Many retail uses are restricted to 10,000 sf in M1 districts, which may only be exceeded by special permit from the City Planning Commission. Residential uses and community facility uses with sleeping accommodations are not permitted in M1 districts.

M1 districts also have a base height limit, above which a structure must fit within a sloping sky exposure plane; this base height is 30 feet in M1-1 districts. M1-1 districts are subject to parking requirements based on the type of use and size of an establishment. Generally, one parking space is required for every 300 sf of commercial use and for every 1,000 sf of industrial use.

C6-3X

A C6-3X zoning district is mapped on a portion of a single block at the southwestern corner of Vanderbilt and Atlantic Avenues along the northern edge of Prospect Heights. This district was established in connection with the 840 Atlantic Avenue private application approved in 2021.[12] It is a high-density contextual central commercial zoning district (R9X residential district equivalent) and is within an MIH area.

When mapped in conjunction with inclusionary housing areas, C6-3X zoning districts allow residential uses up to 9.7 FAR, community facility uses up to 9.0 FAR, and commercial uses up to 6.0 FAR. Base heights are permitted to be between 60 and 145 feet. Above the base heights, a 15-foot setback is required along narrow streets,[13] and a 10-foot setback is required along wide streets.[14] Building heights are allowed up to a maximum of 190 feet (19 stories) along a narrow

[11] A performance standard is a minimum requirement or maximum allowable limit on noise, vibration, smoke, odor, and other effects of industrial uses listed in Use Groups 17 and 18.
[12] ULURP No. C 210249 ZMK, N 210250 ZRK was an application by Vanderbilt Atlantic Holdings LLC to rezone the western frontage of Vanderbilt Avenue between Atlantic Avenue and Pacific Street from M1-1 and R6B to C6-3X (CEQR No. 21DCP146K).
[13] A narrow street is defined as less than 75 feet wide in the *Zoning Resolution of New York City*.
[14] A wide street is defined as greater than 75 feet wide in the *Zoning Resolution of New York City*.

street or 200 feet (20 stories) along a wide street, which may increase by 5 feet if a Qualifying Ground Floor[15] is provided.[16]

The C6-3X zoning district permits a range of non-residential uses and allows multiple stories of commercial uses, including retail, offices, and service-based uses. Off-street accessory parking is required for 40 percent of the market-rate DUs and is optional for income-restricted units within the Transit Zone.

C6-3A

C6-3A zoning districts are mapped in four non-contiguous areas on portions of three blocks within the primary Study Area. C6-3A is mapped directly south of the C6-3X district on the northeast corner of Vanderbilt Avenue and Pacific Street and on the south side of Atlantic Avenue between Vanderbilt and Underhill Avenues in Prospect Heights, on the south side of Atlantic Avenue between Classon and Grand Avenues in Crown Heights, and on the north side of Atlantic Avenue between Classon and Franklin Avenues in Bedford-Stuyvesant. The C6-3A districts were mapped in connection with the 840 Atlantic Avenue (2021), 870–888 Atlantic Avenue (2022), 1034–1042 Atlantic Avenue (2022), and 1045 Atlantic Avenue (2021) private applications, respectively.[17] All of the C6-3A districts are designated MIH areas.

C6-3A is a high-density contextual commercial zoning district (R9A residential district equivalent). When mapped in conjunction with inclusionary housing areas, C6-3A zoning districts allow residential uses up to 8.5 FAR, community facility uses up to 7.5 FAR, and commercial uses up to 6.0 FAR. Base heights are permitted to be between 60 and 125 feet. Above the base height, a 15-foot setback is required along narrow streets, and a 10-foot setback is required along wide streets. Building heights are allowed up to a maximum of 160 feet (16 stories) along a narrow street or up to 170 feet (17 stories) along a wide street, which may be increased by 5 feet if a Qualifying Ground Floor is provided.[18]

The C6-3A zoning district permits a range of non-residential uses, including office buildings, department stores, hotels with a City Planning Commission (CPC) special permit, and entertainment uses; it also allows multiple stories of commercial uses. Off-street accessory parking is required for 40 percent of the market-rate DUs and is optional for income-restricted units in the Transit Zone.

[15] A ground floor of a development or enlargement of a Quality Housing building, where the start of the second story is 13 feet or more above the level of the sidewalk and, in certain instances, where additional supplementary use provisions are met. In some zoning districts, buildings with a Qualifying Ground Floor are permitted a higher maximum base and overall height.

[16] If the City of Yes for Housing Opportunity text amendment, which was referred into public review on April 29, 2024, is adopted as currently proposed by the Department of City Planning, C6-3X districts on wide streets would allow up to 10.8 FAR and a maximum height of 215 feet. Parking would no longer be required.

[17] 840 Atlantic Avenue Rezoning CEQR No. 20DCP162K, 870-888 Atlantic Avenue CEQR No. 21DCP146K, 1034-1042 Atlantic Avenue Rezoning CEQR No. 21DCP107K, 1045 Atlantic Avenue CEQR No. 21DCP168K.

[18] If the City of Yes for Housing Opportunity text amendment, which was referred into public review on April 29, 2024, is adopted as currently proposed by the Department of City Planning, C6-3A districts on wide streets would allow up to 9.0 FAR and a maximum height of 185 feet. Parking would no longer be required.

C6-2A

C6-2A is mapped on a 50-foot-wide sliver of Atlantic Avenue directly east of the C6-3X district across from Clinton Avenue, from a distance of 150 feet to 200 feet east of Vanderbilt Avenue in Prospect Heights. The C6-2A district was mapped in connection with the 840 Atlantic Avenue private application (CEQR No. 21DCP146K) and is within an MIH area.

C6-2A is a high-density contextual commercial zoning district (R8A residential district equivalent). When mapped in conjunction with inclusionary housing areas, C6-2A zoning districts allow residential uses up to 7.2 FAR, community facility uses up to 6.5 FAR, and commercial uses up to 6.0 FAR. Base heights are permitted to be between 60 and 105 feet. Above the base heights, a 15-foot setback is required along narrow streets, and a 10-foot setback is required along wide streets. Building heights are allowed up to a maximum of 140 feet (14 stories), which may increase by 5 feet if a Qualifying Ground Floor is provided.

The C6-2A zoning district permits a range of non-residential uses and allows multiple stories of commercial uses, including retail, offices, and service-based uses. Off-street accessory parking is required for 40 percent of the market-rate DUs and is optional for income-restricted units in the Transit Zone.

R7D/C2-4

R7D/C2-4 is mapped at the northeastern corner of Grand Avenue and Pacific Street. The R7D/C2-4 district contains a mixed-use building under construction. This district was mapped in connection with the Grand Avenue and Pacific Street private application approved in 2020, as described in the prior section.

R7D is a medium-density contextual district that, when mapped concurrently with an inclusionary housing area and C2-4 overlay, allows residential uses up to 5.6 FAR, community facility uses up to 4.2 FAR, and commercial use up to 2.0 FAR. Base heights are permitted to be between 60 and 95 feet, above which a 15-foot setback is required along a narrow street. Building height can reach a maximum of 110 feet (11 stories) or 115 feet with a Qualifying Ground Floor. Off-street parking is generally required for 50 percent of the market-rate DUs and optional for income-restricted units within the Transit Zone. A C2-4 commercial overlay is paired with the R7D zoning district, allowing a range of local retail and service-based uses, such as grocery stores, beauty salons, offices, and repair shops as well as small-scale entertainment and production uses. Parking requirements vary by use.[19] Parking requirements vary by use.

R7A/C2-4

R7A/C2-4[20] is mapped in two non-contiguous areas of the primary Study Area on portions of four blocks in Crown Heights, including on the northeast and southeast corners of Grand Avenue at Pacific Street, and on the blocks fronting the north and south sides of Pacific Street between

[19] If the City of Yes for Housing Opportunity text amendment, which was referred into public review on April 29, 2024, is adopted as currently proposed by the Department of City Planning, R7D districts would allow up to 5.6 FAR and a maximum height of 125 feet. Parking would no longer be required.
[20] A C2-4 commercial overlay is paired with the R7A zoning district and allows a range of local retail and service-based uses, such as grocery stores, beauty salons, offices, and repair shops.

Grand and Classon Avenues. The R7A/C2-4 districts are MIH areas. These districts were mapped in connection with the Grand Avenue and Pacific Street, 1010 Pacific Street, and 1034-1042 Atlantic Avenue private applications, which were approved in 2020, 2019, and 2022, respectively.[21]

R7A is a medium-density contextual residential district that, when mapped concurrently with an inclusionary housing area and a C2-4 overlay, allows residential uses up to 4.6 FAR, community facility uses up to 4.0 FAR, and commercial use up to 2.0 FAR. R7A districts typically produce high-lot-coverage seven- to eight-story apartment buildings pursuant to Quality Housing regulations that blend with existing buildings in many established neighborhoods. Base heights are permitted to be between 40 and 75 feet, above which a 15-foot setback is required along a narrow street and a 10-foot setback is required along a wide street. Building heights can reach a maximum of 90 feet (nine stories) or 95 feet with a Qualifying Ground Floor. Off-street parking is required for 50 percent of the market-rate DUs and optional for income-restricted units within the Transit Zone. A C2-4 commercial overlay is paired with the R7D zoning district, allowing a range of local retail and service-based uses, such as grocery stores, beauty salons, offices, and repair shops, as well as small-scale entertainment and production uses. Parking requirements vary by use.[22] Parking requirements vary by use.

M1-4/R7A

M1-4/R7A is mapped along the western portion of a single block, bounded by Classon Avenue to the west, Franklin Avenue to the east, Pacific Street to the north, and Dean Street to the south. The MX district (MX-20), effective as of 2019, was mapped in connection with the 1050 Pacific Street private application (CEQR No. 17DCP205K) to facilitate the development of an eight-story mixed-use building with ground-floor commercial and residential located above. MX districts are intended to encourage investment in and enhance neighborhoods where residential and industrial uses exist in proximity. MX districts pair an M1 district with an R3 through R10 district.

M1-4/R7A is a MX zoning district that pairs M1-4, a manufacturing district that supports a mix of low-density commercial and industrial uses, with R7A, a medium-density contextual residential district. Industrial, commercial, and community facility uses are subject to the M1-4 district bulk controls, except that community facilities are subject to residential FAR limits. Most light industrial uses are permitted in each MX district as-of-right; others are subject to restrictions and Use Group 18 uses are excluded altogether—except for small breweries. Residential uses are subject to the bulk and parking controls of the R7-2 district. MX zoning districts also have special regulations that enable residential and certain industrial uses to be located either side by side or within the same building.

When mapped jointly with inclusionary housing areas, M1-4/R7A zoning districts allow industrial uses up to a maximum of 2.0 FAR, community facility uses up to a maximum of 4.0 FAR, and

[21] Grand Avenue and Pacific Street Rezoning CEQR No. 19DCP114K, 1010 Pacific Street Rezoning CEQR No. 16DCP134K, and 1034-1042 Atlantic Avenue Rezoning CEQR No. 21DCP107K.

[22] If the City of Yes for Housing Opportunity text amendment, which was referred into public review on April 29, 2024, is adopted as currently proposed by the Department of City Planning, R7A districts would allow up to 5.0 FAR and a maximum height of 115 feet. Parking would no longer be required.

residential uses up to a maximum of 4.6 FAR. Base heights are permitted to be between 40 and 85 feet, after which buildings must setback either 10 feet on a wide street or 15 feet on a narrow street. The maximum height of buildings is 90 feet (9 stories), which may increase by 5 feet with a Qualifying Ground Floor. Off-street parking is required for 50 percent of the DUs and optional for income-restricted units in the Transit Zone.

R6A

R6A is mapped along the frontages of Classon Avenue between Bergen Street and Dean Street, and on the western portion of the public school parcel located on the east side of Nostrand Avenue between Halsey and Macon Streets in Bedford-Stuyvesant. R6A is a medium-density contextual district that allows residential and community facility uses up to 3.0 FAR. Base heights are permitted to be between 40 and 60 feet, above which a 15-foot setback is required along a narrow street or 10 feet along a wide street. Building heights may reach a maximum of 85 feet (eight stories) with a Qualifying Ground Floor. Off-street parking is required for 50 percent of the market-rate DUs and optional for income-restricted units within the Transit Zone.[23]

R6B

An R6B district is mapped within the Dean and Bergen Streets subarea in Prospect Heights, as well as on the eastern portion of the public school parcel located on the east side of Nostrand Avenue between Halsey and Macon Streets in Bedford-Stuyvesant.

R6B is a medium-density contextual district that allows residential and community facility use up to 2.0 FAR outside inclusionary housing areas. Base heights are permitted to be between 30 and 40 feet, above which a 15-foot setback is required along a narrow street or 10 feet along a wide street. Building heights may reach a maximum of 55 feet (five stories) when providing a Qualifying Ground Floor. Off-street accessory parking is required for 50 percent of the market-rate DUs and is optional for income-restricted units within the Transit Zone.

Secondary Study Area

Zoning classifications within the secondary Study Area are also shown in **Figure 2-3** and listed in **Table 2-4** and include a mix of residential, commercial, and high-performance manufacturing districts. Most of the secondary Study Area is zoned for residential use and consists of contextual and non-contextual, medium-density residential districts. The secondary Study Area is within the City's Transit Zone.

[23] If the City of Yes for Housing Opportunity text amendment, which was referred into public review on April 29, 2024, is adopted as currently proposed by the Department of City Planning, R6A districts would allow up to 3.9 FAR and a maximum height of 95 feet. Parking would no longer be required.

Table 2-4: Existing Zoning Districts within the Secondary Study Area

Name	Definition/General Use	Maximum FAR
Residential Districts		
R5B	R5B are contextual districts that generally produce 3-story rowhouse buildings. Quality Housing is required.	R: 1.35; CF: 2.0
R6	R6 districts are widely mapped in built-up, medium-density areas. Developers can choose between Height Factor and Quality Housing bulk regulations.	R: 2.43 (up to 3.6 with Inclusionary); CF: 4.8
R6A	R6A are contextual districts that generally produce 6- to 8-story apartment buildings. Quality Housing is required.	R: 3.0 (up to 3.6 with Inclusionary); CF: 3.0
R6B	R6B are contextual districts that generally produce 4- to 5-story apartment buildings. Quality Housing is required.	R: 2.0 (up to 2.2 with Inclusionary); CF: 2.0
R7A	R7A are contextual districts that generally produce 7- to 9-story apartment buildings. Quality Housing is required.	R: 4.0(up to 4.6 with Inclusionary); CF: 4.0
R7D	R7D are contextual districts that generally produce 7- to 9-story apartment buildings. Quality Housing is required.	R: 4.2 (up to 5.6 with Inclusionary); CF: 6.5
R7-2	R7-2 are non-contextual, medium-density districts that allow Height Factor or Quality Housing regulations.	R: 3.44 (up to 4.6 with Inclusionary); CF: 6.5
R8A	R8A are contextual districts that generally produce 12- to 14-story apartment buildings. Quality Housing is required.	R: 6.02 (up to 7.2 with Inclusionary); CF: 6.5
R9	R9 are non-contextual, high-density districts that allow Height Factor or Quality Housing regulations.	R: 7.52 (up to 8.0 with Inclusionary); CF: 6.5
Commercial Districts		
C1-4 & C2-4, (overlays)	C1 and C2 commercial overlays are mapped within residential districts along streets that serve local retail needs. In mixed-use buildings, commercial uses are limited to one or two floors and must always be located below the residential uses. C2 overlays permit a slightly wider range of uses than C1 overlays.	R & CF: Same as underlying R district; C: 1.0 within R1-R5 districts & 2.0 within R6-R10 districts
C4-4	C4 districts are mapped in regional commercial centers. They allow most retail establishments, including specialty and department stores, as well as theaters and other commercial and office uses that serve a larger area and generate more traffic than neighborhood shopping areas.	R: 3.44 (up to 4.6 with Inclusionary); C: 3.4; CF: 6.5
C4-5D		R: 4.2 (up to 5.6 with Inclusionary); C: 4.2, CF: 4.2
C6-1	C6 districts permit a wide range of high-bulk commercial uses requiring a central location. Corporate headquarters, large hotels, department stores, and entertainment facilities in high-rise mixed buildings are permitted. C6 districts are distinguished by individual suffixes. In general, the higher the numeric suffix, the higher the permitted commercial density. Some of the districts with number and letter suffixes are contextual zoning districts that have been created over time to address different planning needs.	R: 3.44 (up to 4.6 with Inclusionary); C: 6.0; CF: 6.5
C6-2		R: 6.02 (up to 7.2 with Inclusionary); C: 6.0; CF: 6.5
C6-3A		R:7.52 (up to 8.5 with Inclusionary) C: 6.0; CF: 7.5
C6-4		R: 10.0 (up to 12.0 with Inclusionary); C: 10.0; CF: 10.0
C8-2	C8 districts bridge commercial and manufacturing uses and provide for automotive and other heavy commercial services that require a large amount of land.	C: 10.0; CF: 4.8
Manufacturing Districts		
M1-1	M1 districts are often buffers between M2 or M3 districts and adjacent residential or commercial districts. M1 districts typically include light industrial uses, which must meet the stringent M1 performance standards.	C: 1.0; CF: 2.4; M: 1.0

Source: Zoning Resolution of the City of New York.
Note: R=Residential; C=Commercial; CF=Community Facility; M=Manufacturing

A large portion of the secondary Study Area has been subject to area-wide rezonings sponsored by DCP at the request of local community boards, including a 53-block rezoning of Prospect Heights in 1993 (C 930430 ZMK), a 99-block rezoning of Fort-Greene-Clinton Hill in 2007 (C 070430 ZMK, N 070431 ZRY), a 206-block rezoning of Bedford-Stuyvesant South in 2007 (C 070447 ZMK, N 070448 ZRY), and a 55-block rezoning of Crown Heights West in 2013 (C 130213 ZMK, N 130212 ZRK). The primary objective of these rezonings was to protect and maintain the low-rise, row-house-style neighborhood character from out-of-context development. Specific corridors, such as Fulton Street, Atlantic Avenue, and Franklin Avenue, were mapped with R7A or R7D residential districts to encourage moderate growth and incentivize affordable housing within new developments in conjunction with the mapping of voluntary inclusionary housing areas. Specifically, the Fort-Greene-Clinton Hill Rezoning changed the zoning on the northern frontage of Atlantic Avenue between Vanderbilt and Classon Avenues from M1-1 to R7A/C2-4, while the Crown Heights West Rezoning changed the zoning from R6 to R7A along blocks south of the primary Study Area between Classon and Franklin Avenues. Along Fulton Street, one block to the north of the primary Study Area was mapped R7A/C2-4, R7D/C2-4, and C4-5D districts as part of the Fort-Greene-Clinton Hill and Bedford-Stuyvesant South Rezonings.

As **Figure 2-3** shows, residential zoning districts in the secondary Study Area range from an R5B district, which is mapped along the midblock areas on the north and south sides of Park Place between Frankin and Bedford Avenues in Crown Heights within the southern portion of the secondary Study Area, up to an R8A district, mapped in Fort Greene on the midblock along west side of South Portland Avenue between Hanson Place and Academy Park Place in the northwestern portion of the secondary Study Area near Barclays Center Arena.

Commercial zoning districts are concentrated in the western and eastern portions of the secondary Study Area. C4-4, C6-1, C6-2, and C6-4 central commercial districts are mapped at the western edge of the secondary Study Area in Fort Greene near Atlantic Terminal and the Barclays Center Arena. A C4-5D commercial district is mapped in the northeastern portion of the secondary Study Area centered at the intersection of Nostrand Avenue and Fulton Street. In addition, a C8-2 general service district is mapped along the south side of Atlantic Avenue east of Nostrand Avenue at the eastern edge of the secondary Study Area. There is also a C6-3A district mapped at the southwestern corner of Clinton Hill on the north side of Atlantic Avenue between Clermont and Vanderbilt Avenues directly east of the public school at 510 Clermont Avenue. In addition, commercial overlays include C1-4 and C2-4 districts in the secondary Study Area. As **Figure 2-3** shows, these overlays are mapped along the secondary Study Area's primary roadways, including Fulton Street, Flatbush Avenue, Atlantic Avenue, Bedford Avenue, 5th Avenue, Waverly Avenue, Washington Avenue, Franklin Avenue, Vanderbilt Avenue, Nostrand Avenue, and Rogers Avenue.

M1-1 high-performance manufacturing zoning districts are mapped in two areas, including along or near Atlantic Avenue at the northern edge of Prospect Heights and at the southern edge of Bedford-Stuyvesant.

The Special Downtown Brooklyn District is mapped at the western edge of the secondary Study Area superimposed over the higher-density commercial districts, including C6-1, C6-2, and C6-4

districts. First established in 2001, the Special Downtown Brooklyn District provides special height and setback regulations and urban design guidelines to promote and support the continued growth of Downtown Brooklyn as a unique mixed-use area. Flexible height and setback regulations for a range of moderate- to high-density residential and commercial zoning districts facilitate development on the small, irregular-shaped lots typical of Downtown Brooklyn. Urban design guidelines promote ground-floor retail and street wall continuity, storefront glazing and sidewalk widening, curb cut restrictions, and off-street relocation of subway stairs.

Public Policy

Applicable public policies are discussed in the following section. Several public policies that affect the primary Study Area also affect the secondary Study Area. The Proposed Actions' consistency with each policy is assessed under the *With-Action Scenario* section.

Housing Our Neighbors: A Blueprint for Housing and Homelessness

In 2022, the Adams' administration released *Housing Our Neighbors: A Blueprint for Housing and Homelessness*, a comprehensive, Citywide policy aimed at addressing the City's housing crisis through investments in new construction and preservation efforts to provide access to affordable, high-quality housing for all New Yorkers. This plan outlines policies and strategies to address five goals: (1) transform New York City Housing Authority; (2) address homelessness and housing instability; (3) create and preserve affordable housing; (4) improve the health and safety of New Yorkers; and (5) reduce administrative burden. The plan details the specific actions that agencies and stakeholders should undertake to address these goals. Similar to the previous administration's *Housing New York* plan, *Housing Our Neighbors* emphasizes the importance of building new housing in amenity-rich areas and expanding the availability of different housing types including affordable housing and senior housing. In addition, the plan emphasizes cooperation between numerous City agencies.

Its main goal, to preserve and develop 200,000 units of high-quality affordable housing by 2024, was reached two years ahead of schedule, in late 2021, and the administration thereafter committed to completing an additional 100,000 homes over the following four years. The new goal of 300,000 homes by 2026 prompted the creation of Housing NYC 2.0, which comprises a series of new initiatives to help thousands more families and seniors afford rent, buy a first home, and stay in their neighborhoods.

Where We Live NYC/Fair Housing Together Plan

The *Where We Live NYC Plan* is the City's blueprint for fair housing in the five boroughs to break down barriers to opportunity and build more integrated, equitable neighborhoods. This five-year plan seeks to make reparations for the years of unfair housing policies faced by minority communities.

Key goals of the plan include:

- Fight housing discrimination by pursuing increased resources and protections.
- Promote development that opens up more communities to low-income families.

- Preserve low-cost housing and prevent displacement of long-standing residents through stronger tenant protections and new affordable housing investments.
- Empower families receiving rental assistance and expand use of these benefits in amenity-rich neighborhoods.
- Create better and more integrated living options for people with disabilities.
- Align investments to address segregation, discrimination, and concentrated poverty.

The City plans to address these goals in many ways, including (but not limited to):

- Introducing more opportunities to promote equitable housing growth.
- Expanding government housing programs to more New Yorkers.
- Protecting tenants facing harassment and eviction.
- Helping people with disabilities find affordable and accessible housing.
- Strengthening social resiliency.
- Decreasing violence.
- Working toward more diverse and integrated schools.
- Making public transportation more accessible.

Vision Zero

The City's *Vision Zero* initiative seeks to eliminate all fatalities from vehicular, bicycle, and pedestrian traffic crashes. *Vision Zero* programs combine strong enforcement and better roadway engineering with improved emergency response and high-visibility campaigns to discourage dangerous behavior on roads. Since 2014, the City has invested in comprehensive engineering, enforcement, and education strategies to bring the City closer to the goal of zero deaths and serious injuries. Part of this is identifying places where there are elevated numbers of crashes and fatalities City wide. *Vision Zero* highlights three types of these areas: priority areas, priority corridors, and priority intersections.

The entirety of the primary Study Area and the majority of the secondary Study Area lie within a *Vision Zero* priority area and a senior pedestrian focus area. The plan identifies Atlantic Avenue, Fulton Street, Nostrand Avenue, Franklin Avenue, Rogers Avenue, Clinton Avenue, 5th Avenue, and St. Johns Place as priority corridors. There are also five priority intersections: Franklin Avenue and Fulton Street, Rogers Avenue and Atlantic Avenue, Nostrand Avenue and Fulton Street, Nostrand Avenue and Atlantic Avenue, and New York Avenue and Bergen Street.

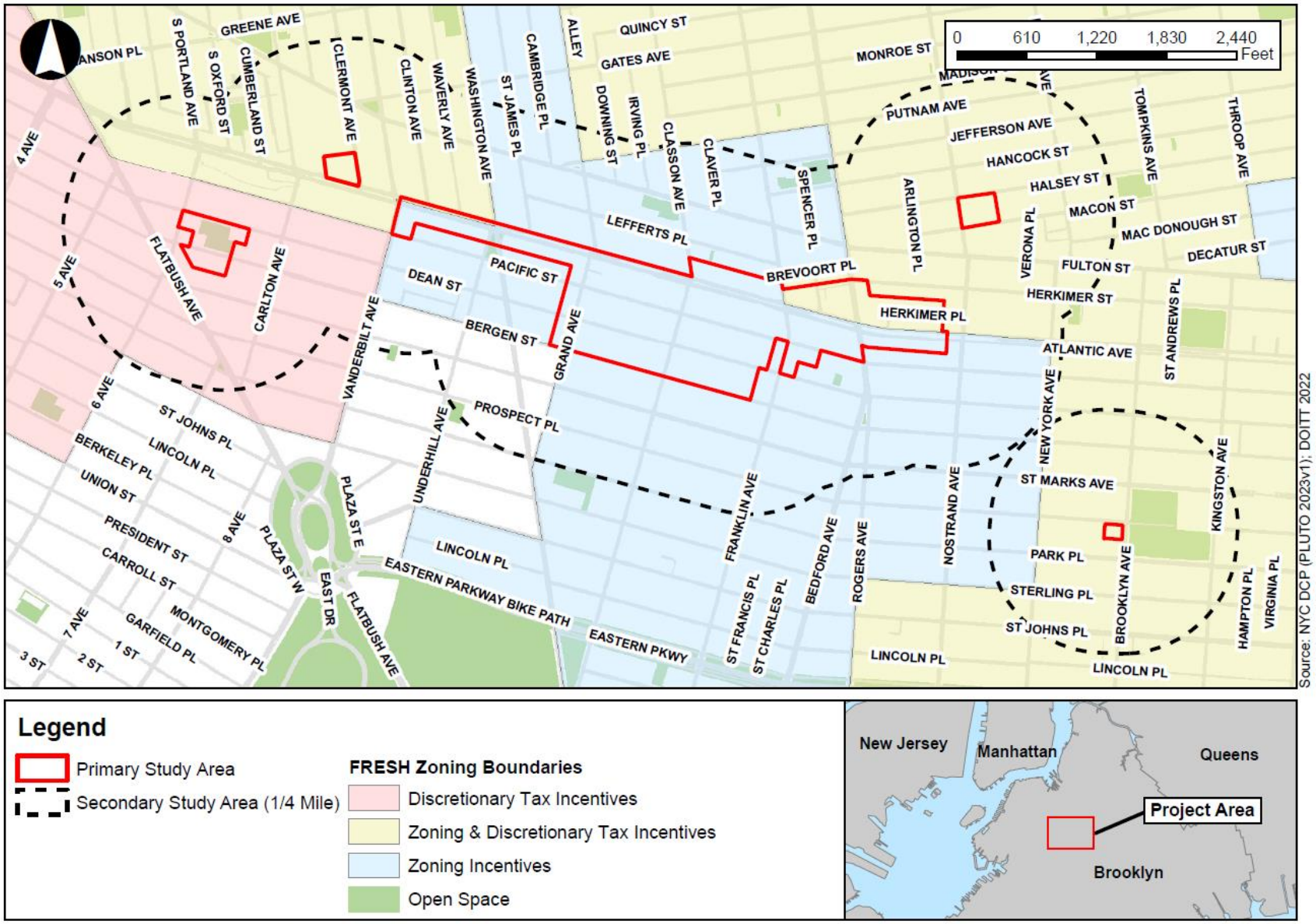
New York City Food Retail Expansion to Support Health (FRESH) Program

All of the primary Study Area and most of the secondary Study Area are designated as eligible to participate in New York City's Food Retail Expansion to Support Health (FRESH) Program (**Figure 2-4**). The FRESH Program is a joint effort sponsored by DCP and the New York City Economic Development Corporation, which promotes the establishment and expansion of

grocery stores in underserved communities that lack full-line grocery stores through financial and zoning incentives for grocery store operators/developers. The incentives include tax reductions, sales tax exemptions, additional development rights, and reductions in required accessory parking. The program is open to grocery store operators renovating existing retail space or developers seeking to construct or renovate retail space that will be leased by full-line grocery store operators who meet the following criteria:

- Provide a minimum of 6,000 sf of retail space for a general line of food and non-food grocery products intended for home preparation, consumption, and utilization.
- Provide at least 50 percent of a general line of food products intended for home preparation, consumption, and utilization.
- Provide at least 30 percent of retail space for perishable goods that include dairy, fresh produce, fresh meats, poultry, fish, and frozen foods.

Provide at least 500 sf of retail space for fresh produce. Financial incentives are available to eligible grocery store operators and developers to facilitate and encourage FRESH food stores in the designated area. These incentives include real estate tax reductions, sales tax exemptions, and mortgage recording tax deferrals



Atlantic Avenue Mixed-Use Plan

Figure 2-4
FRESH Boundaries

PlaNYC/OneNYC

In April 2007, the Mayor's Office of Long-Term Planning and Sustainability released *PlaNYC: A Greener, Greater New York (PlaNYC)*. In 2015, *One New York: The Plan for a Strong and Just City* (*OneNYC*) was released by the Mayor's Office of Long-Term Planning and Sustainability and the Mayor's Office of Recovery and Resiliency. *OneNYC* builds upon the sustainability goals established by PlaNYC and focuses on growth, equity, sustainability, and resiliency. Goals outlined in the report include ensuring access to affordable, high-quality housing and thriving neighborhoods (ensuring that neighborhoods will be well-served). *OneNYC* has since been updated to *OneNYC* 2050—a nine-volume long-term strategic plan to "confront our climate crisis, achieve equity, and strengthen our democracy" in New York City.

Overall, *OneNYC* 2050 outlines 30 strategic initiatives organized around 8 overarching goals: a vibrant democracy; an inclusive economy; thriving neighborhoods; healthy lives; equity and excellence in education; a livable climate; efficient mobility; and modern infrastructure. In addition, in April 2023, the Adams' administration released *PlaNYC: Getting Sustainability Done*, which provides an action plan for a cleaner, greener and more just City for all. *PlaNYC: Getting Sustainability Done* builds on the prior four plans while facing the challenges and seizing the opportunities that are specific to today. The action plan is based on the following nine principles: (1) act with urgency and focus on implementation; (2) achieve near-term benefits for New Yorkers while implementing long-term goals; (3) center environmental justice and health equity in New York City's work; (4) create economic activity through climate action; (5) strengthen private sector investments through both incentives and mandates; (6) lead by example as a City; (7) make full use of unprecedented Federal and State fundings; (8) implement climate budgeting to align City resources with sustainability and resilience goals; and (9) streamline the City's procurement processes to expedite project delivery.

NYC Local Law 97

Local Law 97 was included in the Climate Mobilization Act, approved by the City Council in April 2019 as a part of the Mayor's New York City Green New Deal. The law requires most large buildings to comply with new energy efficiency and greenhouse gas emissions limits by 2024, with stricter standards expected in 2030. With some exceptions, Local Law 97 generally applies to buildings exceeding 25,000 sf; two or more buildings on the same tax lot that, together, exceed 50,000 sf; and two or more buildings owned by a condominium association governed by the same board of managers that, together, exceed 50,000 sf.

NYC Local Law 92 and 94

Local Law 92 and 94 were approved by the City Council as part of the Climate Mobilization Act in April 2019. The laws require building owners to install sustainable roofing systems such as green roofs or solar panels on all rooftops undergoing major construction.

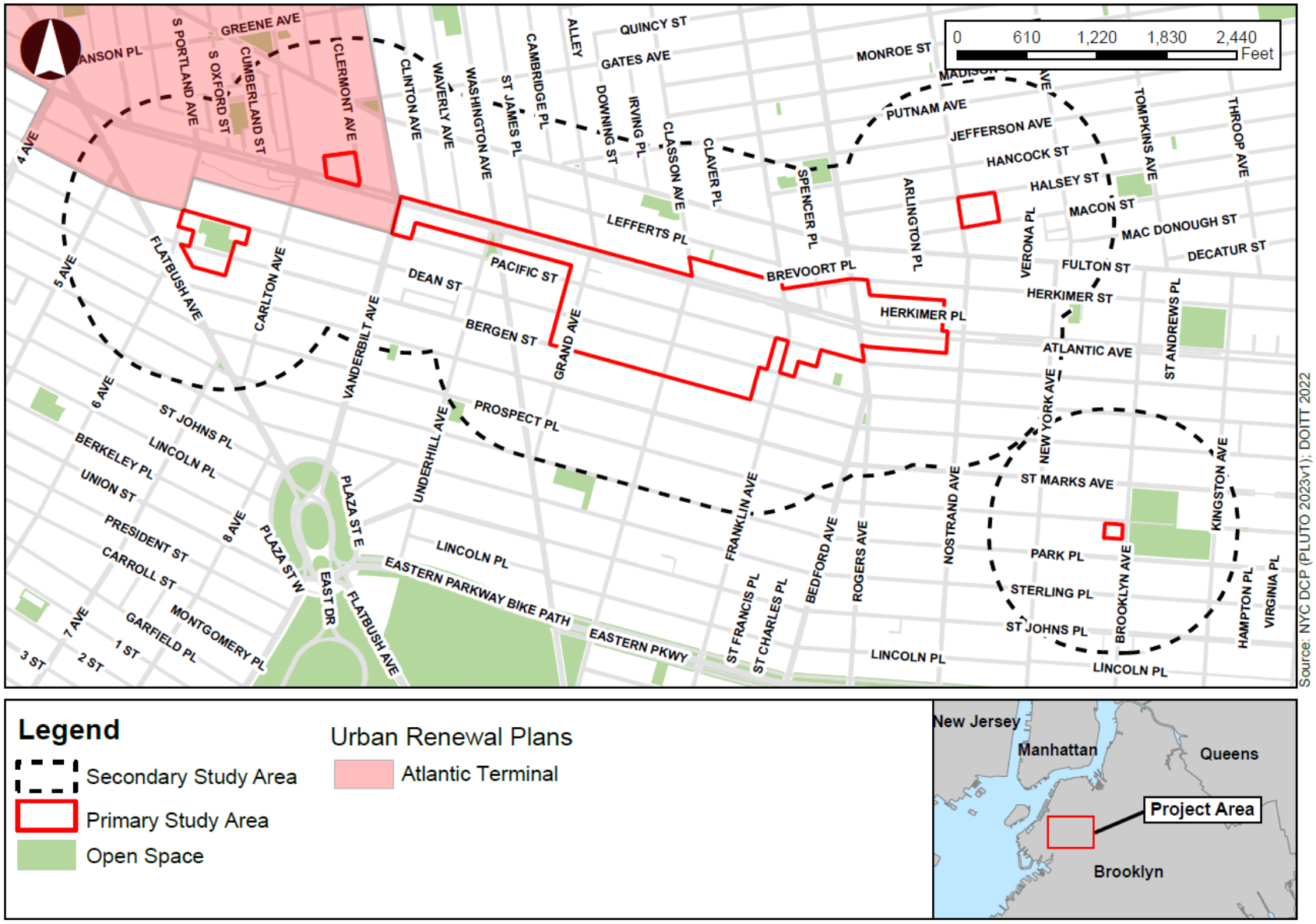
Atlantic Terminal Urban Renewal Area[24]

As **Figure 2-5** shows**,** the northwestern portion of the secondary Study Area, along the edges of Fort Greene, Prospect Heights, and Park Slope, is within the Atlantic Terminal Urban Renewal Area (URA). As also shown in **Figure 2-5**, 510 Clermont Avenue (or Projected Development Site 55), which is part of the primary Study Area, is located within the Atlantic Terminal URA near its southern boundary. The Atlantic Terminal URA includes roughly 20 blocks (approximately 104 acres) and is generally bounded by Lafayette Avenue, Hanson Place, and Greene Avenue on the north; Vanderbilt Avenue on the east; Pacific Street and Atlantic Avenue on the south; and 3rd, 4th, and Flatbush Avenues on the west.

Created in 1968 and last revised in 2004 with the tenth amendment, the Atlantic Terminal URA has an expiration date of June 28, 2044. The goals of the Atlantic Terminal Urban Renewal Plan (ATURP) are to rehabilitate substandard or insanitary structures, encourage development and employment opportunities in the area, and encourage community facility construction (which would include retail areas, park space, and parking provisions) as well as high-quality housing. Projects facilitated by the ATURP include the Atlantic Terminal and Atlantic Center Mall, the Barclays Center Arena, and Pacific Park.

510 Clermont Avenue (Block 2008, Lot 1) comprises Site 4E in the Atlantic Terminal URA, which is designated for public facilities/institutional use. It is City-owned and currently improved with K753, a District 75 (D75) public school, which provides highly specialized instructional support for students with special needs. The Proposed Actions would include an amendment to the ATURP, which would affect Block 2008, Lot 1.

[24] In addition to the Atlantic Terminal Urban Renewal Plan, portions of the primary and secondary Study Areas fall within the expired Bedford-Stuyvesant URP, and a portion of a single block in the secondary Study Area falls within the expired Crown Heights URP. Because both the Bedford-Stuyvesant and Crown Heights URPs are expired, they are no longer applicable public policies.



Atlantic Avenue Mixed-Use Plan

Figure 2-5
Active Urban Renewal Areas

Business Improvement Districts

As **Figure 2-6** shows, portions of the primary and secondary Study Areas are within Business Improvement Districts (BIDs). The secondary Study Area includes portions of the following five BIDs: Bed-Stuy Gateway BID, Fulton Area Business (FAB Fulton) Alliance, MetroTech BID, North Flatbush BID, and the Park Slope 5th Avenue BID. Projected Development Site 55 in Bedford-Stuyvesant (457 Nostrand Avenue), which is part of the primary Study Area, is within the boundaries of the Bed-Stuy Gateway BID.

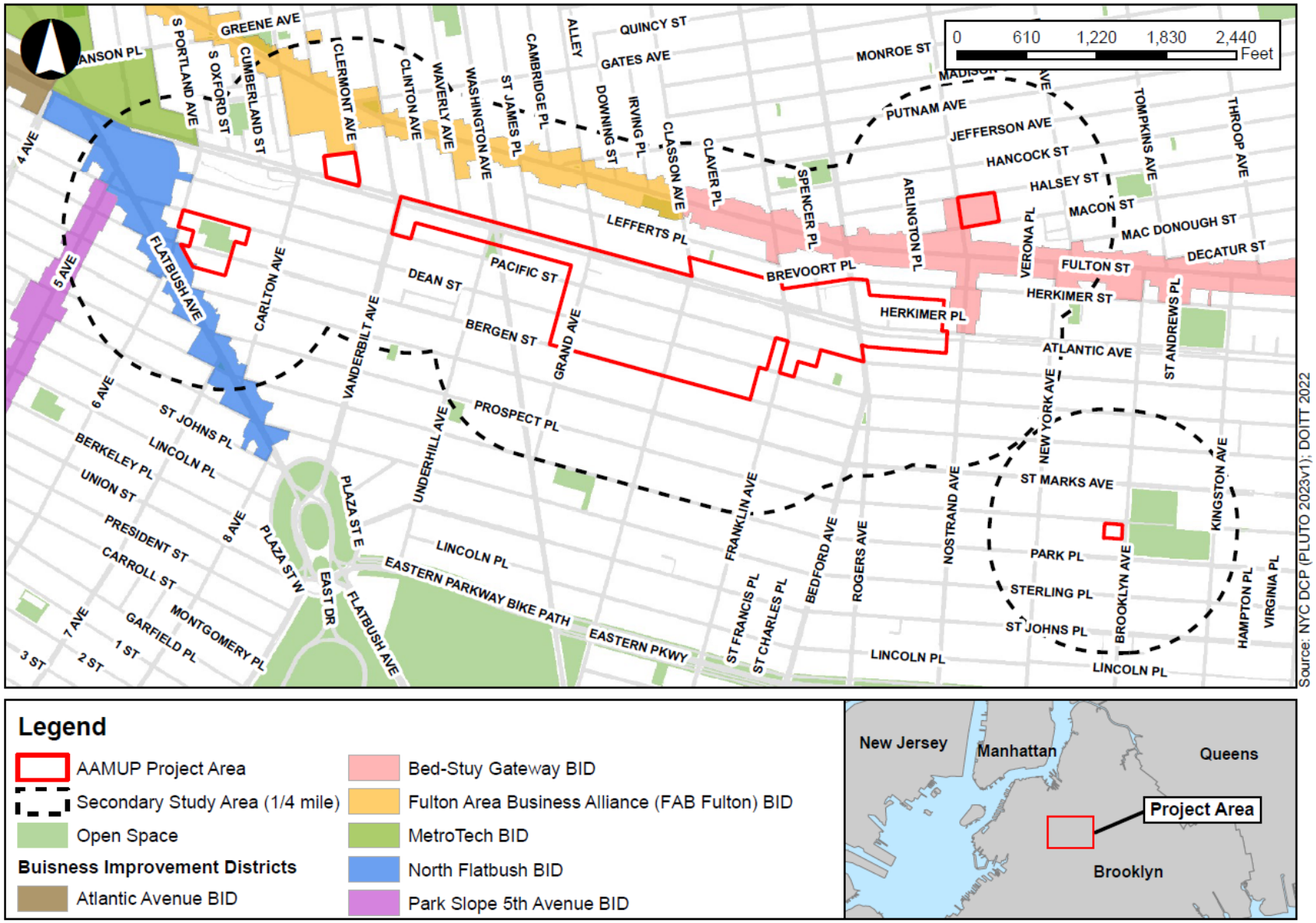
A BID is a public-private partnership to stimulate economic development and improve the overall quality of life for merchants, residents, and patrons within a defined boundary. Property owners and businesses pay an additional tax or fee to the City to fund supplemental services such as marketing, street cleaning, public safety, and beautification of their commercial district.

Established in 2009, the Bed-Stuy Gateway BID extends along Fulton Street from Classon to Troy Avenues and on Nostrand Avenue from Halsey Street to Atlantic Avenue. The Bed-Stuy Gateway BID provides sanitation, security, promotional and event marketing, and landscaping and beautification services.

The MetroTech BID is located at the eastern edge of the secondary Study Area to the north of Atlantic Avenue and east of South Portland Avenue. It is managed by the larger Downtown Brooklyn Partnership. The MetroTech BID was established in 1992 and further expanded in 2016. Its goals are to ensure the area is an inviting place to live, work, and visit.

FAB Fulton is a non-profit organization that advocates for and collaborates with small business and property owners along Fulton Street in Brooklyn's Fort Greene and Clinton Hill neighborhoods. FAB Fulton was established in 2008 and is located in the northern portion of the secondary Study Area.

Both the North Flatbush BID and Park Slope 5th Avenue BID are located in the southeastern portion of the secondary Study Area. The North Flatbush BID was established in 1986 and covers 24 blocks and approximately 157 ground-floor retail businesses. The North Flatbush BID provides support with City agencies, sanitation services, promotional activities, holiday decorations, advertising opportunities, community events, and capital projects, such as streetscape improvements. The Park Slope 5th Avenue BID was established in 2008 and covers approximately 62 blocks and 490 ground-floor retail businesses. Their mission is to support businesses, property owners, residents, and institutions on 5th Avenue by enabling community engagement and creativity, fostering innovation and growth, advocating for inclusive economic sustainability, and enhancing quality of life for all.



Atlantic Avenue Mixed-Use Plan

Figure 2-6
Buisness Improvement Districts

Get Stuff Built

Get Stuff Built: A Report of the Building and Land Use Approval Streamlining Taskforce was released in December 2022 and makes 111 recommendations to improve the CEQR, ULURP, and Department of Buildings permitting process with the goals of increasing the speed of compliant projects while decreasing costs, ensuring environmental protection and meaningful public participation, promoting an increase in affordable housing and environmental sustainability, and reducing risk for entrepreneur businesses and emerging developers by improving predictability of the development process. These recommendations are intended to reduce building timelines and costs by up to 50 percent.

City of Yes

City of Yes is a series of initiatives proposed in June 2022 by the City to modernize and update zoning regulations to advance carbon neutrality, economic opportunity, and housing opportunity.

To facilitate carbon neutrality, DCP in close consultation with the Mayor's Office of Climate and Environmental Justice developed a Citywide zoning text amendment to remove impediments to, and expand opportunities for, high-performance building retrofits, decarbonization retrofit projects, solar energy, electric vehicle charging, and energy storage systems, as well as other measures to help achieve the City's ambitious climate goals across four broad categories: energy, buildings, transportation and waste. To meet energy goals, this proposal is designed to help ensure that zoning supports the installation of solar arrays and energy storage systems. For buildings, updates to the New York City Construction Code include stringent requirements on energy efficiency and building performance. This means that the requirements of the 2012 Zone Green text amendment must change to ensure that they support the next generation of high-performance construction. Additionally, New York City has ambitious electrification goals for its transportation sector, but recent studies show it is significantly behind other major US cities. Of the City's 1.9 million private vehicles, less than 1 percent (approximately 12,500) are zero-emission vehicles, and there are few public locations available to charge electric vehicles. Zoning regulation updates are anticipated to contribute to this effort. Finally, improving management of the City's waste stream is key to achieving carbon neutrality. This will require a substantial reduction of organic matter sent to landfills, as well as a reduction of stormwater that needs treating.

To expand economic opportunity, DCP proposes to modernize zoning regulations to support small businesses and commercial corridors and facilitate economic recovery from the COVID-19 pandemic. The four-pronged approach would allow more businesses to locate near their customers, find space, and expand into spaces they were previously barred from using, such as loft buildings; remove barriers to growth in growing industries, such as life sciences, by simplifying and streamlining regulations; foster vibrant commercial corridors by removing deadlines for filling vacant storefronts and allowing corner stores and home businesses in more places; and give businesses more clarity and certainty by updating antiquated language in zoning regulations.

To grow housing opportunity, DCP proposes a Citywide approach to expanding and diversifying the housing supply in all neighborhoods to provide equitable access to opportunity for all New

Yorkers. This would include minor changes to regulations applicable in the highest-density areas to the lowest. These changes would allow housing types that serve everyone while fighting legacies of redlining and segregation by expanding opportunities for two-family houses, accessory DUs, small- and medium-sized apartment buildings, and shared housing models; allow all types of affordable housing (senior, supportive, and families with children) to be bigger than market-rate buildings in most medium- and high-density districts; expand zoning regulations to facilitate conversions of old office and loft buildings to allow them to create supportive housing and other types of apartments; reduce parking requirements; and make it easier for homeowners and small building owners to alter and update their buildings.

No-Action Condition

This section analyzes the future conditions absent the Proposed Actions (the No-Action condition). As described in **Chapter 1, Project Description,** to assess the possible effects of the Proposed Actions, a RWCDS was established for both the future No-Action and With-Action conditions for the 2034 Build Year.

Land Use

Primary Study Area

In the 2034 future without the Proposed Actions, it is expected that the current land use trends and general development patterns will continue. These trends and patterns are characterized by a mix of uses, including mixed-use, commercial, light industrial, automotive, and storage uses, community facility, and some residential.

Most of the identified projected development sites are zoned M1-1 and are assumed to remain unchanged from existing conditions. Some of the sites would become occupied by uses that are as-of-right under existing zoning and reflect current trends if they are vacant, occupied by vacant buildings, or occupied by low-intensity uses that are deemed likely to support more active uses.

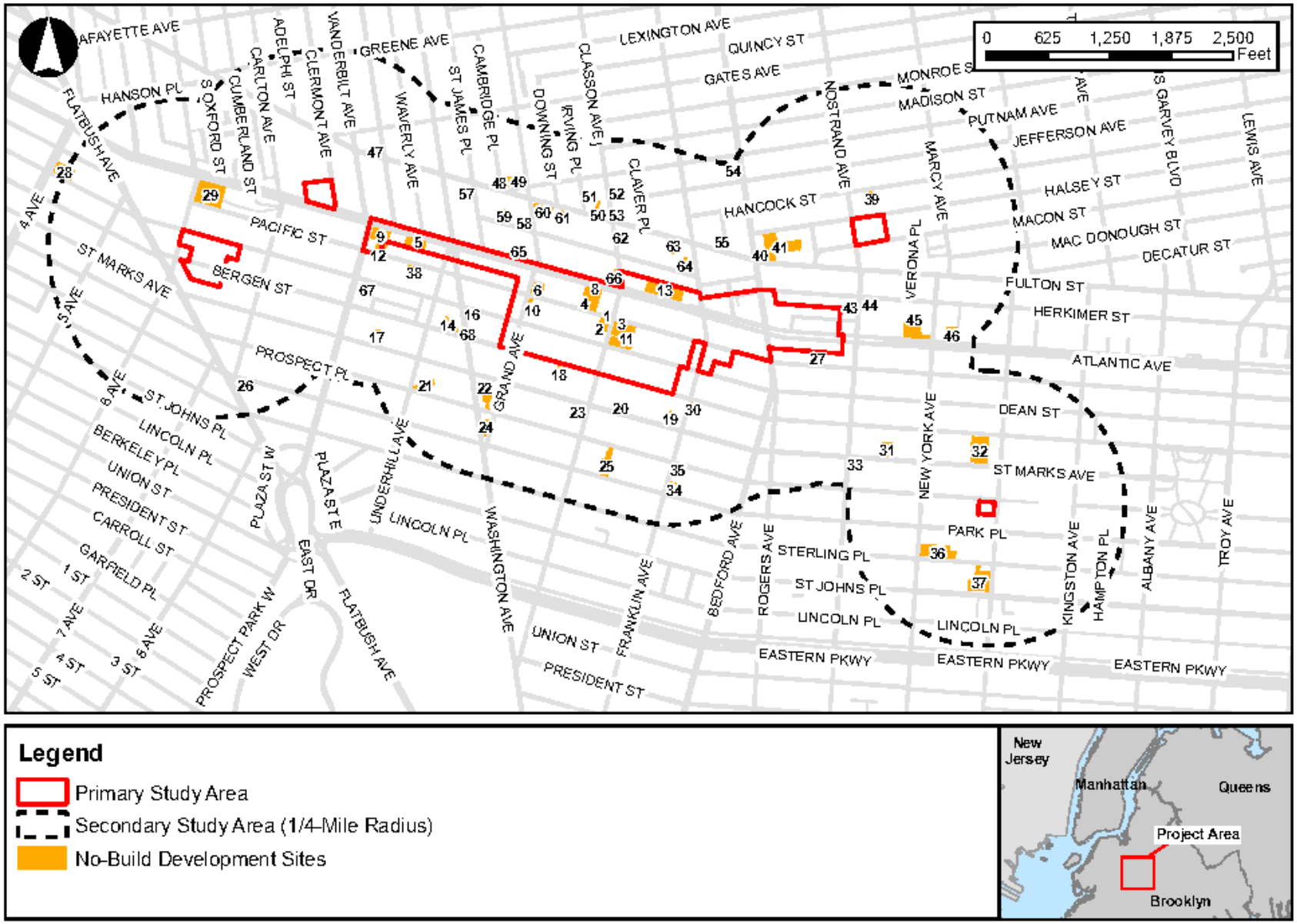
Table 2-5 lists the projected development sites that would experience as-of-right development by 2034. As indicated in **Table 2-5**, four of the 54 projected development sites (including Sites 23, 31, 42, and part of Site 24) are zoned for mixed-use development and are expected to undergo some redevelopment by 2034 in the absence of the Proposed Actions. All four of these sites are located in Crown Heights either along Classon Avenue between Pacific and Dean Streets (Sites 23, 24, and 31) or on the north side of Pacific Street between Grand and Classon Avenues (Site 42) and would be redeveloped with residential uses and ground-floor local retail. Combined, these four sites are anticipated to introduce 126 DUs and 26,334 sf of commercial local retail space to the primary Study Area.

Table 2-5: Development Projects in the Future without the Proposed Actions

Map No.	Project Name/ Address (Block & Lot)	Development Proposal Program	Development Type
Projected Development Sites			
1	Projected Development Site 23 (Block 1133, Lots 48/49)	Mixed-use development of 17 DUs (including 4-5 affordable DUs), 3,964 SF of local retail	New Development
2	Part of Projected Development Site 24 (Block 1133, Lots 51/52/53)	Mixed-use development of 34 DUs (including 8-10 affordable DUs), 4,970 SF of local retail	New Development
3	Projected Development Site 31 (Block 1134, Lots 5/7/8/9/11)	Mixed-use development of 61 DUs (including 15-18 affordable DUs), 13,921 SF of local retail	New Development
4	Projected Development Site 42 (Block 1125, Lot 61)	Mixed-use development of 14 DUs (including 4 affordable DUs), 3,479 SF of local retail	New Development
Other No-Build Projects- Primary Study Area			
5	870-888 Atlantic Ave. (Block 1122, Lots 21/26)	Mixed-use development of 246 DUs, 8,456 SF of commercial space, 2,182 SF of community facility space and 41 parking spaces	New Development
6	979 Pacific St. (Block 1125, Lot 1)	Mixed-use development of 69 DUs, 11,077 SF of commercial space, 5,669 SF of community facility space	New Development
7	1025 Pacific St. (Block 1125, Lot 61)	Enlargement of existing building to add 8 DUs	Vertical Enlargement
8	1034-1042 Atlantic Ave. (Block 1125, Lots 29/33)	Mixed-use development 248 DUs, 10,953 SF of commercial space, and 20 parking spaces	New Development
9	840 Atlantic Ave./547 Vanderbilt Ave. (Block 1122, Lot 1)	Mixed-use development of 267 DUs, 33,632 SF of commercial space, 8,800 SF of community facility space and 52 parking spaces	New Development
10	527 Grand Ave. (Block 1133, Lot 7)	Residential development of 46 DUs and 3 parking spaces	New Development
11	1048 Pacific St./ 953 Dean St./643 Classon Ave. (Block 1134, Lot 96)	Mixed-use development of 240 DUs, 2,184 SF of commercial space and 88 parking spaces	New Development
12	851 Pacific St. (Block 1122, Lot 69)	Residential development of 93 DUs	New Development
13	1045-1065 Atlantic Ave. (Block 2020, Lot 68)	Mixed-use development of 456 DUs, 68,365 SF of commercial space, 8,995 SF of community facility space and 126 parking spaces	New Development
Other No-Build Development Sites - Secondary Study Area			
14	733 Bergen St. (Block 1139, Lot 29)	Residential development of 15 DUs	New Development
15	731 Bergen St. (Block 1139, Lot 31)	Residential development of 7 DUs	New Development
16	611 Washington Ave/ 796 Dean St. (Block 1140, Lot 11)	Residential development of 12 DUs	New Development
17	251 St. Marks Ave (Block 1145, Lot 7506)	Residential development of 7 DUs	New Development
18	820 Bergen St. (Block 1148, Lot 31)	Mixed-use development of 18 DUs and 194 SF of community facility space	New Development
19	525 St. Marks Ave. (Block 1149, Lot 61)	Mixed-use development of 22 DUs and 434 SF of community facility space	New Development

Map No.	Project Name/ Address (Block & Lot)	Development Proposal Program	Development Type
20	481 St. Marks Ave. (Block 1149, Lot 85)	Residential development of 6 DUs	New Development
21	319 Prospect Pl. (Block 1153, Lot 1)	Residential development of 8 DUs	New Development
22	630-636 Grand Ave. (Block 1154, Lots 24/27/29)	Residential development of 32 DUs and 26 parking spaces	New Development
23	458 St. Marks Ave. (Block 1155, Lot 48)	Residential development of 19 DUs and 10 parking spaces	New Development
24	701 Washington Ave. (Block 1161, Lot 1)	Mixed-use development of 22 DUs, 1,470 SF of commercial and 11 parking spaces	New Development
25	575 Park Pl. (Block 1163, Lot 90)	Mixed-use development of 44 DUs, 20,136 SF of community facility space and 26 parking spaces	New Development
26	178 Park Pl. (Block 1164, Lot 18)	Residential development of 6 DUs	New Development
27	1251 Pacific St. (Block 1200, Lot 65)	Residential development of 5 DUs	New Development
28	375 Dean St. (Block 928, Lot 1)	Mixed-use development of 143 DUs, 3,731 SF of commercial and 45 parking spaces	New Development
29	Pacific Park/ 698 Atlantic Ave. (Block 1120, Lot 1)	Mixed-use development of 682 DUs and 5,016 SF of commercial	New Development
30	948 Bergen St. (Block 1217, Lot 11)	Residential development of 14 DUs	New Development
31	725 St. Marks Ave. (Block 1220, Lot 63)	Residential development of 40 DUs and 20 parking spaces	New Development
32	805 St. Marks Ave. (Block 1221, Lot 53)	Residential development of 5 DUs	New Development
33	643 Nostrand Ave. (Block 1227, Lot 11)	Residential development of 8 DUs	New Development
34	705-711 Franklin Ave. (Block 1231, Lot 1)	Mixed-use development 59 DUs, 3,192 SF of commercial use and 23 parking spaces	New Development
35	689 Franklin Ave. (Block 1231, Lot 1)	Residential development of 8 DUs	New Development
36	955 Sterling Pl. (Block 1242, Lot 70)	Mixed-use development of 158 DUs, 9,995 SF of community facility space and 103 parking spaces	New Development
37	991 St. Johns Pl. (Block 1249, Lot 37)	Residential development of 40 DUs	New Development
38	860 Pacific St. (Block 1130, Lot 27)	Community facility development of 56,566 SF and 19 parking spaces	New Development
39	164 Hancock St. (Block 1838, Lot 10)	Residential development of 8 DUs	New Development
40	1241 Bedford Ave. (Block 1842, Lot 1)	Residential development of 23 DUs	New Development
41	1215 Fulton St./12 Halsey St. (Block 1842, Lot 15)	Mixed-use development of 240 DUs, 3,014 SF of commercial space, and 120 parking spaces	New Development
42	1211 Fulton St. (Block 1842, Lot 66)	Residential development of 31 DUs	New Development
43	560 Nostrand Ave. (Block 1865, Lot 57)	Residential development of 29 DUs	New Development
44	519 Nostrand Ave. (Block 1867, Lot 17)	Residential development of 45 DUs	New Development

Map No.	Project Name/ Address (Block & Lot)	Development Proposal Program	Development Type
45	1289 Atlantic Ave. (Block 1867, Lots 62/63/64/65/66/68)	Mixed-use development of 112 DUs, 21,040 SF of commercial space, 17,404 SF of community facility space and 39 parking spaces	New Development
46	1325 Atlantic Ave. (Block 1868, Lot 80)	Commercial hotel (151 rooms) and 15 parking spaces	New Development
47	899 Fulton St. (Block 1976, Lot 18)	Residential development of 13 DUs	New Development
48	1 Putnam Ave. (Block 1981, Lot 1)	Mixed-use development of 41 DUs, 7,371 SF of commercial space and 1 parking space	New Development
49	450 Grand Ave. (Block 1981, Lot 70)	Mixed-use development of 39 DUs and 6,089 SF of commercial space	New Development
50	1065 Fulton St. (Block 1993, Lot 15)	Residential development of 8 DUs	New Development
51	87 Irving Pl. (Block 1993, Lot 15)	Residential development of 30 DUs	New Development
52	531 Classon Ave. (Block 1994, Lot 8)	Residential development of 8 DUs	New Development
53	1081 Fulton St. (Block 1994, Lot 58)	Residential development of 5 DUs	New Development
54	1194 Bedford Ave. (Block 1996, Lot 34)	Residential development of 16 DUs	New Development
55	28 Spencer Pl./ 1181 Fulton St. (Block 1999, Lot 29)	Mixed-use development of 16 DUs and 2,780 SF of commercial space	New Development
56	1175 Fulton St. (Block 1999, Lot 31)	Residential development of 5 DUs	New Development
57	258 St. James Pl. (Block 2013, Lot 40)	Residential development of 8 DUs	New Development
58	480 Grand Ave. (Block 2014, Lot 41)	Residential development of 10 DUs	New Development
59	21 Lefferts Pl (Block 2014, Lot 53)	Residential development of 6 DUs	New Development
60	445 Grand Ave. (Block 2015, Lot 10)	Mixed-use development of 112 DUs, 8,800 SF of commercial space, 5,016 SF of community facility space and 86 parking spaces	New Development
61	1010 Fulton St. (Block 2015, Lot 24)	Mixed-use development of 8 DUs, and 1,915 SF of commercial space	New Development
62	571 Classon Ave. (Block 2016, Lot 6)	Mixed-use development of 8 DUS and 1,162 SF of commercial space	New Development
63	1118 Fulton St. (Block 2016, Lot 36)	Mixed-use development of 11 DUs and 427 SF of commercial space	New Development
64	199 Lefferts Pl. (Block 2016, Lot 56)	Residential development of 10 DUs	New Development
65	927 Atlantic Ave. (Block 2018, Lot 57)	Residential development of 21 DUs	New Development
66	1015 Atlantic Ave. (Block 2019, Lot 51)	Mixed-use development of 38 DUs, 3,736 SF of commercial space, and 544 SF of community facility space	New Development
67	684 Dean St. (Block 1138, Lot 14)	Residential condominium including 6 DUs	New Development
68	658 Washington Ave. (Block 1139, Lot 26)	Mixed-use development of 5 DUs and 1,188 SF of commercial space	New Development



Atlantic Avenue Mixed-Use Plan

Figure 2-7
No-Build Development Sites

Secondary Study Area

Housing demand is expected to remain strong in the Central Brooklyn neighborhoods within the secondary Study Area. Table 2-5 also summarizes the known development anticipated to occur within the larger secondary Study Area. There are a total of 55 additional sites anticipated to be redeveloped in the No-Action condition in the secondary Study Area by 2034. These planned developments are anticipated to result in 2,292 DUs, 125,431 sf of commercial space, and 110,289 space of community facility space. As shown in Figure 2-7, these planned developments are located in the Clinton Hill, Bedford-Stuyvesant, Prospect Heights, Crown Heights and Park Slope neighborhood subareas. There are no planned developments expected to occur by 2034 in the Fort Greene neighborhood subareas.

Zoning

As stated in **Chapter 1**, **Project Description,** in the future without the Proposed Actions, zoning is expected to remain unchanged throughout much of the primary and secondary Study Areas by 2034. Without zoning changes, much of Atlantic Avenue corridor and nearby blocks within the primary Study Area would remain underdeveloped and underutilized and the vision outlined in the AAMUP would not be realized. In the future, some property owners in the primary Study Area may seek discretionary land use approvals to allow for development that contains a mix of uses, including residential development. These zoning changes would be undertaken in a piecemeal or incremental manner lacking the depth of a holistic plan or the ability to apply special zoning regulations.

DCP is proposing a Citywide zoning text amendment to support economic growth and resiliency in New York City (CEQR No. 24DCP004Y and ULURP No. N240010ZRY). This text amendment would facilitate the repurposing of existing non-residential space by providing businesses with additional zoning flexibility to locate and expand. The proposed zoning text amendment would apply to all 59 of the City's CDs. DCP is also proposing a Citywide zoning text amendment to expand opportunities for housing within all zoning districts and across all 59 CDs, including both the primary and secondary Study Areas (CEQR No. 24DCP033Y). These changes to the City's ZR would enable more housing and a wider variety of housing types in every neighborhood, from the lowest-density districts to the highest, to address the housing shortage and prohibitive cost of housing in New York City. These text amendments are expected to have completed or be in public review concurrent with the Proposed Actions and, when adopted, will affect the proposed zoning districts. For environmental review purposes, these additional actions are assumed to be implemented in the No-Action condition.

To create more housing and more types of housing, the City of Yes for Housing Opportunity proposal includes components that fall into four major proposal areas: (1) Medium- and High-Density Districts, (2) Low-Density Districts, (3) Parking, and (4) Other Initiatives that are miscellaneous, Citywide in nature, and align with overall project goals.

Medium- and high-density districts (R6 through R10) are typically mapped in areas where transit access, job access, infrastructure, and other factors make such densities appropriate. Housing in these areas consists of multi-family housing that includes income-restricted affordable housing,

rent-regulated housing, and market-rate housing that ranges from modest and inexpensive to some of the most expensive housing in the world. The City of Yes for Housing Opportunity proposal would increase housing opportunities in these areas by increasing affordable and supportive FARs in all medium- and high-density districts; expanding eligibility for the City's adaptive reuse regulations to a broader range of buildings, such as struggling office districts; enabling small and shared apartment models to take pressure off family-sized units; and simplifying infill regulations for campuses and other zoning lots with existing buildings.

Lower density districts are usually mapped in areas with less access to transit, jobs, and infrastructure than medium- and high-density areas. In some areas, lower density districts have served as unduly restrictive ways to "protect" neighborhoods from unwanted change and development. Housing in these areas may consist of one- and two-family homes but also multi-family housing constructed under current regulations or prior to the advent of contemporary low-density zoning in 1961. The City of Yes for Housing Opportunity proposal would increase housing opportunities in these areas by adjusting zoning regulations to ensure that two- and multi-family districts genuinely allow the two- and multi-family housing that are nominally permitted, reintroducing modest three- to five-story apartment buildings in low-density commercial districts and on large sites near transit, and newly enabling owners of one- and two-family houses to add an accessory DU if they choose. Aspects of the conversions and small and shared apartments proposal would apply in low-density areas as well.

Residential parking regulations set minimum numbers of required parking spaces based on zoning district and number of DUs, as modified by relevant geographies (like the "Transit Zone" which is to be renamed the Inner Transit-Oriented Development Area), housing type (such as IRHUs or affordable independent residences for seniors), and other factors such as lot size. In general, these regulations date to the 1960s, when the automobile was ascendant and housing was inexpensive and abundant. The City of Yes for Housing Opportunity proposal would increase housing opportunities by eliminating costly parking mandates Citywide for new residential development.

The City of Yes for Housing Opportunity proposal also includes a range of other proposals intended to facilitate more housing and a broader range of housing types by removing obstacles, simplifying overcomplicated zoning, and updating regulations conceived in the last century to address a separate set of circumstances. These include relief for challenged sites and from unnecessarily onerous procedures; adjustment or elimination of outdated or exclusionary limits on development; and creation of residential zoning districts to ensure a full range of densities appropriate for New York City neighborhoods, among other initiatives.

Public Policy

Public policies that affect the primary and secondary Study Areas in the existing condition would remain unchanged through 2034. There are no anticipated changes to public policies affecting either Study Area.

With-Action Condition

This section describes the land use and zoning conditions that would result from the Proposed Actions by 2034 and evaluates the potential for the Proposed Actions to result in significant adverse impacts related to land use and zoning and their consistency with the applicable public policies described earlier in this chapter.

As described in detail in **Chapter 1, Project Description,** the Proposed Actions include zoning map and text amendments affecting a 21-block area, including several frontages along Atlantic Avenue in Brooklyn CD 3 and 8 generally bounded by Vanderbilt Avenue, Nostrand Avenue, Herkimer Street, and Bergen Street, as well as on two separate, non-contiguous areas on a portion of two blocks.

In response to the comments received on the Draft Scope of Work, two additional development sites (Sites 53 and 55) have been included in environmental analysis to account for development that could be facilitated by future discretionary actions not subject to the current ULURP application associated with the Proposed Actions. These two separate, non-contiguous sites in CD 2 and 8 are on a portion of two blocks bounded by:

- Fulton Street to the north, Atlantic Avenue to the south, Carlton Avenue to the west and Clermont Avenue to the east.
- Prospect Place to the north, Park Place to the south, New York Avenue to the west and Brooklyn Avenue to the east.

While not part of the Proposed Actions, in response to comments received on the DSOW, the environmental analysis assumes a C6-4 district would be mapped on one block in an area roughly bounded by Fulton Street to the north, Atlantic Avenue to the south, Carlton Avenue to the west and Clermont Avenue to the east with frontage on the northwestern corner of Clermont Avenue and Atlantic Avenue to a depth of approximately 250 feet from Atlantic Avenue. C6-4 is a high-density non-contextual commercial district that would allow a wide range of local and regional commercial uses, residential uses of all types and community facility uses.[25]

Land Use

Primary Study Area

The Proposed Actions would allow for new uses and increase the permitted densities in most of the primary Study Area. The Proposed Actions are intended to create new housing, including affordable housing, on private and public sites, new space for jobs and services, more pedestrian-friendly streets and other infrastructure improvements, as well as investments in neighborhood

[25] C6-4 districts permit a maximum commercial FAR of 10.0, a maximum residential FAR of 12.0 when mapped with inclusionary housing and a maximum FAR for community facility up to 10.0. Where inclusionary housing is mapped along wide streets, C6-4 districts permit a maximum street wall height of 155 feet, above which the building must be set back, may rise to a maximum height of 235 feet, and have a maximum of 23 stories. A building setback of 10 feet on wide streets and of 15 feet on narrow streets is required. Like other residential districts, C6-4 districts require a 30 feet rear yard for residential portions of any building. Off-street parking is required for 40 percent of the dwelling units in the building. For IRHU, there are no parking spaces required inside the Transit Zone.

improvements in the primary Study Area. The Proposed Actions would allow residential development in most of the primary Study Area, where it is not currently permitted, facilitating the development of new housing, including substantial amounts of affordable housing, and bring non-conforming residential uses into conformance.

The Proposed Actions are intended to activate underutilized land and strengthen existing clusters of non-residential activity by allowing mixed-use development and increasing the allowable densities for commercial, industrial, and community facility uses; eliminating required off-street accessory parking and loading requirements; and reserving one area for non-residential uses. The Proposed Actions would promote active ground-floor uses, encourage a full range of services, community amenities, and local job opportunities for new and existing residents within walking distance of residential uses.

As **Table 2-6** shows, the Proposed Actions would result in increased residential, retail, office, and community facility space. The incremental difference between the With-Action and No-Action conditions for all 54 projected development sites is shown in **Table 2-6**. In the With-Action condition on projected development sites, there would be an increment of 5,143 DUs, 286,507 sf of local retail space, 50,410 sf of destination retail, 453,426 sf of office space, 48,548 sf of medical office, and 73,168 sf of other community facility space (excluding medical office). The Proposed Actions would also result in an incremental decrease of 3,500 sf of other commercial space, 81,000 sf of auto-related space, and 160,276 sf of industrial space.

Table 2-6: 2034 RWCDS No-Action and With-Action Land Uses the 54 Projected Development Sites

Land Use	No-Action Condition	With-Action Condition	Increment
Residential			
Total Residential	**114,957 sf**	**5,321,642 sf**	**5,206,685 sf**
	136 DUs	**5,279 DUs**	**5,143 DUs**
Commercial			
Local Retail	57,818 sf	344,325 sf	286,507 sf
Destination Retail	0 sf	50,410 sf	50,410 sf
Office & Other Commercial	22,648 sf	472,574 sf	449,926 sf
Automotive-Related	81,000 sf	0 sf	(81,000 sf)
Total Commercial	**161,466 sf**	**867,309 sf**	**705,843 sf**
Industrial			
Warehouse	92,583 sf	0 sf	(92,583 sf)
Other Industrial	144,788 sf	77,095 sf	(67,693 sf)
Total Industrial	**237,371 sf**	**77,095 sf**	**-160,276 sf**
Community Facility			
Medical Office	0 sf	48,548 sf	48,548 sf
Other (including community center, school, senior center, and arts center)	267,686 sf	340,854 sf	73,168 sf
Total Community Facility [3]	**267,686 sf**	**389,402 sf**	**121,716 sf**
Total Floor Area (not including parking)	**781,480 sf**	**6,655,448 sf**	**5,873,968 sf**
Parking	**52,309 sf**	**0 sf**	**(52,309 sf)**
Parking Spaces	209	0	(209)

Land Use	No-Action Condition	With-Action Condition	Increment
Population			
Residents[1]	333	12,933	12,600
Workers[2]	740	3,559	2,819

Note:
1 Assuming an average occupancy of 2.45 persons per household based on the average household size within both CD 3 and 8 (2020 Decennial Census).
2 Estimate of workers based as follows: 1 employee per 250 sf of office; 1 employee per 875 sf destination retail; 1 employee per 400 sf of local retail; 1 employee per 1,000 sf of other commercial space; 1 employee per 25 DU; 1 employee per 1,000 sf of industrial/auto; 1 employee per 15,000 sf of warehouse; 1 employee per 400 sf medical office space; 1 employee per 1,000 sf of other community facility space; and 1 employee per 50 parking spaces.
3 Includes Sites 53 and 55, which collectively account for 589 DUs and 85,089 sf of community facility uses.

For the With-Action condition, the primary Study Area is divided into six separate subareas to describe the land use conditions that would result from the Proposed Actions: Special Mid-Block Mixed-Use subarea; Residential and Commercial subarea; North-South Avenue Mixed-Use subarea; Armory subarea; the Atlantic Avenue Mixed-Use subarea; and the Dean and Bergen Streets subarea (see **Figure 2-8**). The three separate City-owned public school sites located at 510 Clermont Avenue (Block 2008, Lot 1), 457 Nostrand Avenue (Block 1844, Lot), and 178 Brooklyn Avenue (Block 1235, Lot 37) are discussed separately.

Special Mid-Block Mixed-Use Subarea

As **Figure 2-8** shows, this area comprises portions of eight blocks in three non-contiguous areas, which include: (1) the midblock areas of three blocks between Grand and Classon Avenues 100 feet south of Atlantic Avenue to Bergen Street; (2) the midblock areas of three blocks between Classon and Franklin Avenues 100 feet south of Atlantic Avenue to Bergen Street, as well as the east and west sides of Franklin Avenue between Atlantic Avenue and Pacific Street; and (3) the midblock area of a single block bounded by Herkimer Street, Nostrand Avenue, Atlantic Avenue, and Bedford Avenue with frontage on the north side of Herkimer Place. The Proposed Actions would result in 21 projected development sites within the Special Mid-Block Mixed-Use subarea.

Most of the projected development sites (including Sites 7, 8, 22, 25, 26, 27, 28, 36, 37, 38, 39, 41, 42, 43) within this subarea would be concentrated within the three midblock areas between Grand and Classon Avenues south of Atlantic Avenue. Five of the projected development sites (Sites 12, 32, 33, 40, and 44) would be located on the three midblock areas between Classon and Franklin Avenues south of Atlantic Avenue, and the remaining two projected development sites (Sites 17 and 51) would be located on the north side of Herkimer Place between Bedford and Nostrand Avenues. The Proposed Actions would pair residential with manufacturing zoning districts that would encourage residential use and the creation of new space for jobs through the adaptive reuse of existing buildings and new loft buildings. The proposed special district would also establish incentives for non-residential uses that would permit an additional 1.1 FAR to accommodate job-generating uses as well as greater flexibility in the building envelope.

The Proposed Actions would facilitate the redevelopment of low-intensity uses, such as open storage, parking, and other automotive-related uses, a few light industrial uses, commercial

properties, and mixed-use residential and commercial development as well as vacant properties. With-Action buildings would include from 4 to 12 stories and rise between 45 and 125 feet tall with FARs up to 5.0 (applicable to mixed-use buildings that fully utilize the 1.1 incentive FAR). These 21 development sites are expected to introduce 1,044 DUs, 33,106 sf of medical office, 70,987 sf of local retail, and 181,022 sf of office space as compared to the No-Action condition, and result in a decrease of 19,738 sf of auto-related use and 14,931 sf of parking.

Residential and Commercial Subarea

As **Figure 2-8** shows, this subarea comprises the eastern portion of a single block bounded by Pacific Street to the north, Bedford Avenue to the east, Dean Street to the south, and Franklin Avenue to the west. The Proposed Actions would result in one projected development site in the Residential and Commercial subarea. Projected Development Site 48 at 1134 Pacific Street, which is currently occupied by vacant land and a vacant institutional building, would be redeveloped with a multi-family residential building (115 feet tall) containing 111 DUs, all of which would be affordable subject to HPD subsidy programs. The Proposed Actions would increase the allowable residential density from 3.0 to 4.6 FAR and permit construction of additional affordable housing.

North-South Avenue Mixed-Use Subarea

As **Figure 2-8** shows, this subarea comprises portions of 10 blocks that line the north–south corridors of Grand and Classon Avenues to the south of Atlantic Avenue. It includes portions of six blocks along the east and west sides of Grand Avenue from 100 feet south of Atlantic Avenue to Bergen Street, as well as portions of four blocks along the east and west sides of Classon Avenue from 100 feet south of Atlantic Avenue to Dean Street. The Proposed Actions would result in nine projected development sites in the North-South Avenue Mixed-Use subarea.

The Proposed Actions would facilitate the redevelopment of low-intensity uses, such as open storage, parking, and other automotive-related uses, a few commercial properties, as well as vacant properties along the avenue corridors of Grand and Classon Avenues. With-Action development is expected to redevelop entire blockfronts along the west side of Grand Avenue between Bergen and Pacific Streets, and on the west side of Classon Avenue between Dean and Pacific Streets. With-Action buildings are expected to include 6 to 11 stories and rise between 60 and 115 feet tall with FARs up to 5.6. Active ground floors, including local retail, would be provided along Grand and Classon Avenues with residential uses located above. These nine development sites are expected to introduce 387 DUs, 9,762 sf of medical office, 57,099 sf of local retail and 26,236 sf of office space as compared to the No-Action condition, and result in a decrease of 3,500 sf of other commercial, 26,363 sf of auto-related use, and 9,500 sf of parking.

Armory Subarea

As **Figure 2-8** shows, this subarea comprises the eastern two-thirds of a single block bounded by Atlantic Avenue, Bedford Avenue, Pacific Street, and Franklin Avenue. There are no identified projected development sites within this subarea. It includes a single City-owned lot that contains approximately 156,000 sf, landmarked Bedford-Atlantic Armory. As a result of the Proposed Actions, the armory would be brought into greater compliance with zoning. The proposed zoning

changes would also allow for potential renovations in the future.

Atlantic Avenue Mixed-Use Subarea

As **Figure 2-8** shows, this subarea includes portions of 10 blocks that front along the south side of Atlantic Avenue between Vanderbilt and Classon Avenues and along the north and south sides of Atlantic Avenue between Classon and Nostrand Avenues. The Proposed Actions would result in 17 projected development sites in the Atlantic Avenue Mixed-Use subarea.[26] These 17 sites would introduce mixed-use buildings, including residential use and a variety of community facility, commercial, and/or light industrial uses.

The Proposed Actions would establish the highest proposed density and building heights along the Atlantic Avenue corridor, given its 120-foot width. The Proposed Actions would also support active ground floors on Atlantic Avenue and establish controls for building articulation and streetscape improvements. The largest With-Action developments within the Atlantic Avenue Mixed-Use subarea have FARs approaching 9.0 and are proposed for Projected Development Sites 1, 5, 9, 13, 19, 20, and 50. With-Action developments with FARs ranging between 6 and up to 8.5 FAR are proposed for Projected Development Sites 2, 3, 6, 14, 15, and 45. More moderate development with FARs below 6.0 FAR include Projected Development Sites 4, 10, 16, and 49. Combined, these 17 sites are expected to introduce 2,424 DUs, 5,680 sf of medical office, 41,515 sf of other community facility use, 158,421 sf of local retail, 50,410 sf of destination retail, and 246,168 sf of office space as compared to the No-Action condition, and result in a decrease of 34,899 sf of auto-related use, 63,317 sf of industrial use, and 27,878 sf of parking.

Dean and Bergen Streets Subarea

As **Figure 2-8** shows, this subarea includes portions of two blocks bounded by Dean Street, Carlton Avenue, St. Marks Avenue, and 6th Avenue. The Proposed Actions would result in three projected development sites in the Dean and Bergen Streets subarea, including two City-owned HPD sites (Projected Development Sites 46 and 47). These two sites at 542 Dean Street and 516 Bergen Street were subject to a request for proposals process and community visioning process, resulting in the selection and designation of two development proposals for fully affordable projects that serve older adults and families, in conjunction with on-site services and community facilities on the ground floor that complement the housing above.[27]

[26] Some of the projected development sites, including Sites 4, 6, 10, 45, and 49, fall within portions of two of the subareas, but have been included in the description of the Atlantic Avenue Mixed-Use subarea.

[27] Concurrently with DCP's work to develop the land-use framework and neighborhood plan that would eventually become the AAMUP proposal, HPD issued the Minority/Women-Owned Business Enterprises (M/WBE) Request for Proposals (RFP) Round 2 on April 22, 2021, to develop high-quality, sustainable mixed-use affordable housing developments on two underutilized City-owned sites in Prospect Heights, Brooklyn: Site A 542 Dean Street and Site B 516 Bergen Street. The RFP is part of HPD's initiative to build opportunity among minority- and women-owned developers, and address demonstrated disparities in M/WBE participation in affordable housing development. The RFP followed community outreach held between 2020 and 2021 that included a series of public workshops, community surveys and stakeholder meetings to identify priorities and goals for the site that were compiled into a Community Visioning Report. Three main priorities included in the Community Visioning Report were open public space, neighborhood amenities and contextual building design. The Round 2 M/WBE RFP intended for the development of affordable senior housing and publicly accessible open space adjacent to Dean Playground at Site A 542 Dean Street.

The Proposed Actions would facilitate the redevelopment of vacant and underutilized land with housing, including a significant amount of affordable housing at the two City-owned sites, as well as community facility space and services. Combined, the three projected development sites in this area would introduce 309 DUs and 18,244 sf of community facility space as compared to the No-Action condition. With-Action buildings would include up to 11 stories and rise between 105 feet to upward of 115 feet tall with FARs up to 5.6.

Public School Sites

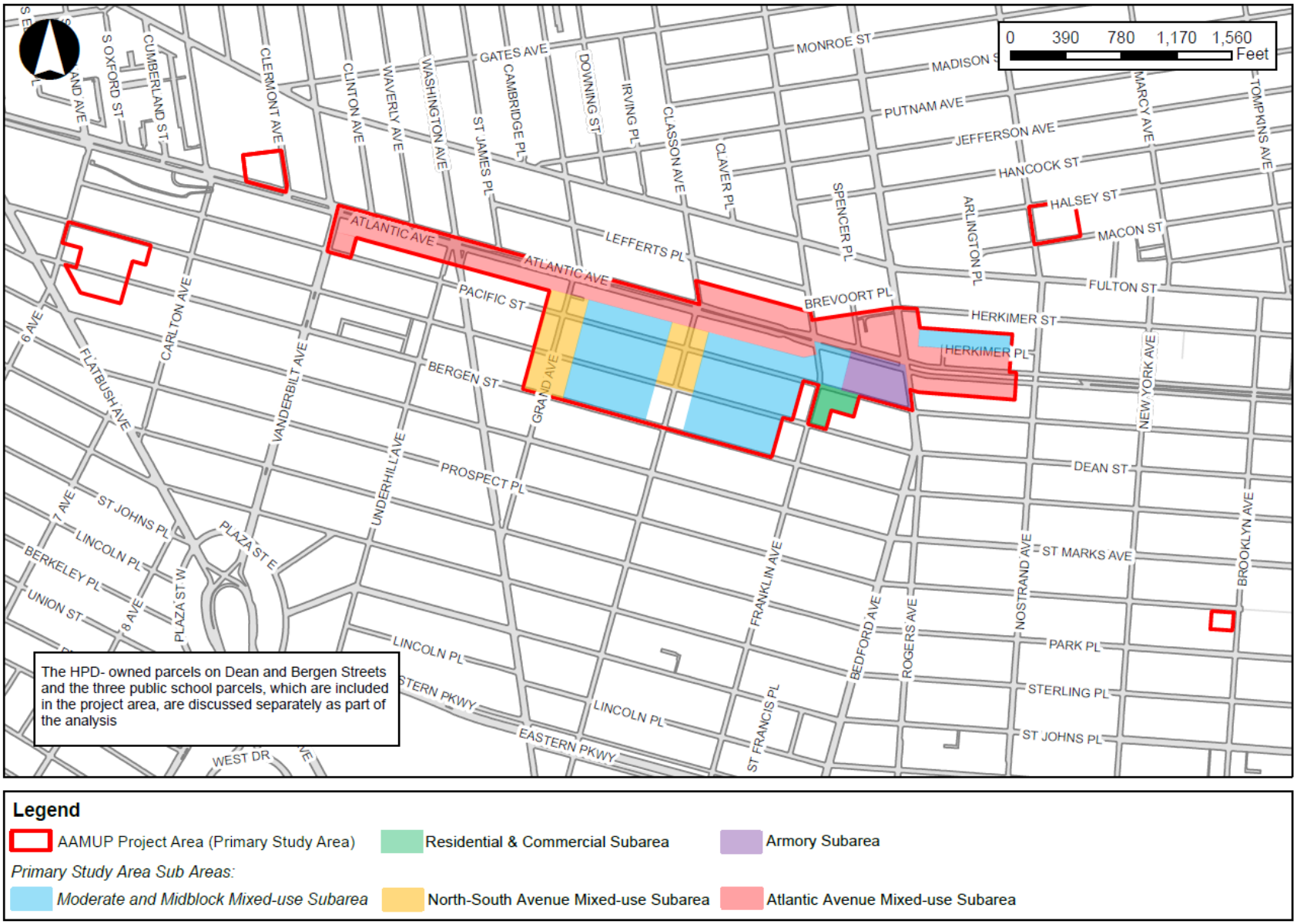
The Proposed Actions would facilitate redevelopment of three non-contiguous, City-owned sites occupied by public educational facilities at Projected Development Sites 53, 54, and 55 located in Crown Heights, Bedford-Stuyvesant, and Fort Greene, respectively (see **Figure 2-8**). Redevelopment of these three sites would provide additional community facility space as well as significant affordable housing. Combined, these three projected development sites would introduce 868 affordable DUs and 10,189 sf of community facility space, as compared to the No-Action condition.

With-Action buildings would include 10 stories (105 feet) at the southwest corner of Brooklyn Avenue and Prospect Place and 24 stories (240 feet) at the northwest corner of Clermont and Atlantic Avenue. As Projected Development Site 54 is a landmark in a designated historic district, the With-Action development at this site would only entail redevelopment of an existing parking lot occupying a portion of the site with infill development, which would include a 13-story (135-feet) building that includes community facility space in the base and residential use located above. Both Projected Development Sites 53 and 55 would be redeveloped with mixed-use buildings containing community facility space in the base and residential uses located above.

Secondary Study Area

The Proposed Actions would not affect land use patterns in the secondary Study Area, which is predominantly residential and more built-out. The consistency of the Proposed Actions with land uses in the secondary Study Area is discussed below in “Assessment.”

This commitment is part of the Seniors First initiative, which is a three-pronged strategy aimed at making more homes accessible to seniors and people with disabilities, as well as building new 100 percent affordable senior developments on public and private sites. The Proposed Developments were designated in August 2023 (Site A) and January 2024 (Site B) and reflect the City’s affordable housing goals, as well as input and feedback received during community engagement.



Atlantic Avenue Mixed-Use Plan

Figure 2-8
Primary Study Area Sub Areas

Zoning

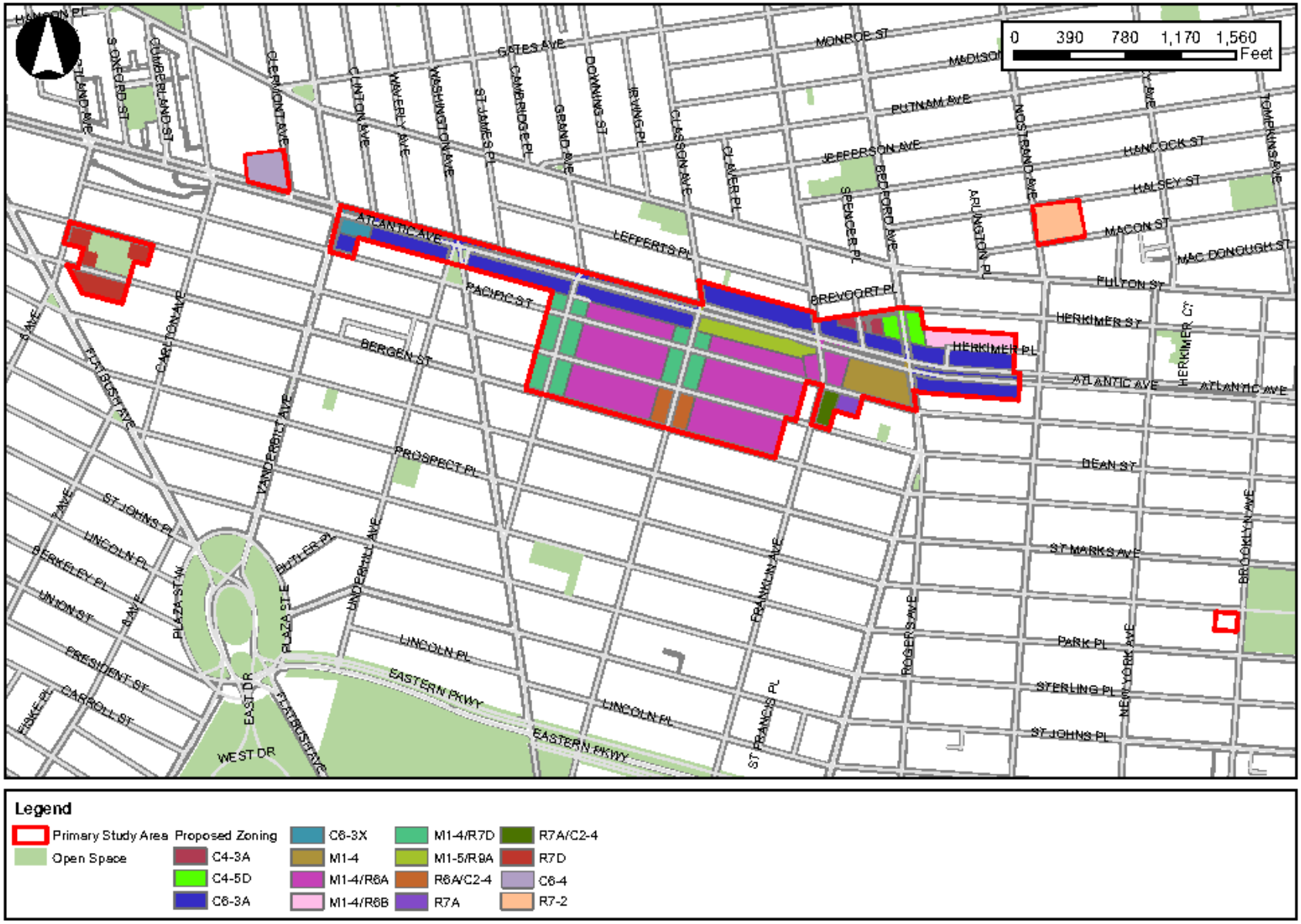
Primary Study Area

The Proposed Actions include zoning map amendments that would affect an approximately 21-block area, including several frontages along Atlantic Avenue generally bounded by Vanderbilt Avenue, Nostrand Avenue, Herkimer Street, and Bergen Street. The Proposed Actions would also include zoning map amendments that would affect two separate, nearby, non-contiguous areas, including: (1) two partial blocks in Prospect Heights, which are bounded by 6th Avenue, Carlton Avenue, Dean Street, and St. Marks and Flatbush Avenues; (2) the public school site located at 457 Nostrand Avenue (Block 1844, Lot 1) in Bedford-Stuyvesant. The zoning map changes are shown in **Figure 2-9**. This area would also be mapped with the proposed Special Atlantic Avenue Mixed-Use District. **Figure 2-10** (to be provided) shows the extent of the proposed Special Atlantic Mixed-Use District. Moreover, the Proposed Actions also include zoning text amendments to establish regulations of the proposed Special Atlantic Avenue Mixed-Use District and to amend Appendix F of the ZR to apply MIH in certain proposed residential, mixed-use, and commercial zoning districts where significant new housing capacity would be created as part of the Proposed Actions.

The Proposed Actions also include Designation of UDAAs designation, project approval of an UDAAPs and disposition of City-owned property for two parcels located on Block 1136 (Lots 29, 32,33, 34, and 35) and Block 1143 (Lot 25) for the purpose of disposition and development of affordable housing for older adults and families as well as on-site services and amenities pursuant to the proposed zoning. In addition, the Proposed Actions may include disposition of City-owned property within the primary Study Area to facilitate the renovation and/or development of housing and/or commercial use.

Zoning Map Amendments

The zoning map amendments would replace all or portions of the existing M1-1, C6-2A, C6-3A, C6-3X, M1-4/R7A, R7A/C2-4, R7D/C2-4, R6B, and R6A districts in the primary Study Area with R7A, R7D, C6-3A, M1-1A/R6B, M1-2A/R6A, M1-3A/R7D, M1-4A/R9A, C4-3A, C4-5D, R7-2, and M1-3A districts, and C2-4 commercial overlays. The zoning map amendment would also establish the proposed Special Atlantic Avenue Mixed-Use District that would include all or portions of approximately 20 blocks.



Atlantic Avenue Mixed-Use Plan

Figure 2-9
Proposed Zoning

Proposed Zoning Districts

Proposed M1-1A/R6B (Existing M1-1 District)
M1-1A/R6B zoning districts are proposed to cover one partial block in one area:

- *An area roughly bounded by Herkimer Place to the south, Herkimer Street to the north, Bedford Avenue to the west, and Nostrand Avenue to the east, and generally with frontage on Herkimer Place.*

M1-1A/R6B is a mixed-use district that pairs M1-1A, a manufacturing district that supports a mix of low-rise commercial and industrial uses, with R6B, a medium-density contextual residential district that would allow residential uses and community facility uses and is designed to produce Quality Housing buildings. Mixed-Use zoning districts also have special regulations that enable residential and certain industrial uses to be located either side by side or within the same building. R6B districts permit a maximum residential FAR of 2.4, when mapped with inclusionary housing, an FAR for commercial and industrial uses up to 2.0, and an FAR for community facility up to 2.0. For mixed-use buildings combining residential and non-residential uses, the total FAR would be 3.0. Where inclusionary housing is mapped and on narrow streets, R6B districts permit maximum street wall height of 45 feet, above which the building must be set back, may rise to a maximum height of 65 feet, and have a maximum of 6 stories. All buildings would be allowed a more flexible envelope with a maximum street wall height of 65 feet and a maximum building height of 95 feet. A building setback of 10 feet is required on wide streets and 15 feet on narrow street. Like other residential districts, the R6B district requires a 30 feet rear yard for residential portions of any building. Off-street parking would be optional for residential uses.

Proposed M1-2A/R6A (Existing M1-1, M1-4/R7A, and R7A/C2-4 Districts)
M1-2A/R6A zoning districts are proposed to cover seven partial blocks in two areas:

- *An area roughly bounded by Bergen Street to the south, Atlantic Avenue to the north, Grand Avenue to the west, and Classon Avenue to the east, and generally within the mid-blocks beyond 100 feet of the avenues.*

- *An area roughly bounded by Bergen Street to the south, Atlantic Avenue to the north, Classon Avenue to the west, and Bedford Avenue to the east, and generally on mid-blocks beyond 100 feet of Classon Avenue and with frontage on Franklin Avenue between Atlantic Avenue and Pacific Street.*

M1-2A/R6A is a mixed-use district that pairs M1-2A, a manufacturing district that supports a mix of commercial and industrial uses, with R6A, a medium-density contextual residential district that would allow residential uses and community facility uses and is designed to produce Quality Housing buildings. Mixed-Use zoning districts also have special regulations that enable residential and certain industrial uses to be located either side by side or within the same building. R6A districts permit a maximum residential FAR of 3.9, when mapped with inclusionary housing, an FAR for commercial and industrial uses up to 3.0, and an FAR for community facility up to 3.0 with a maximum base and building heights of 65 and 95 feet, respectively. For mixed-use buildings combining residential and non-residential uses, the total FAR would be 5.0. Buildings

within the M1-2A/R6A areas would be allowed a bulk envelope with a maximum street wall height of 95 feet and a maximum building height of 125 feet. A building setback of 10 feet is required on wide streets and 15 feet on narrow street. Like other residential districts, the R6A district requires a 30 feet rear yard for residential portions of any building. Off-street parking would be optional for residential uses.

Proposed R7A (Existing R6A District)
R7A districts are proposed for approximately one partial block in one area:

- *An area roughly bounded by Dean Street to the south, Pacific Street to the north, Franklin Avenue to the west, and Bedford Avenue to the east, and generally on the northeast frontage of the block.*

R7A is a medium-density contextual residential district that would allow residential uses of all types and community facility uses and is designed to produce Quality Housing buildings. R7A districts permit a maximum residential FAR of 5.0, when mapped with inclusionary housing, and an FAR for community facility up to 4.0. Where inclusionary housing is mapped and on narrow streets, R7A districts permit a maximum street wall height of 85 feet, above which the building must be set back, may rise to a maximum height of 115 feet, and have a maximum of 11 stories. A building setback of 10 feet is required on wide streets and 15 feet on narrow street. Like other residential districts, the R7A district requires a 30 feet rear yard for residential portions of any building. Off-street parking would be optional for residential uses.

Proposed R7D (Existing R6B District)
R7D districts are proposed for approximately two partial blocks in one area:

- *An area roughly bounded by 6th Avenue to the west, Carlton Avenue to the east, Dean Street to the north, and St. Marks and Flatbush Avenues to the south.*

R7D is a medium-density contextual residential district that would allow residential uses of all types and community facility uses and is designed to produce Quality Housing buildings. R7D districts permit a maximum residential FAR of 5.6, when mapped with inclusionary housing, and an FAR for community facility up to 4.2. Where inclusionary housing is mapped and on narrow streets, R7D districts permit a maximum street wall height of 95 feet, above which the building must be set back, may rise to a maximum height of 125 feet, and have a maximum of 12 stories. A building setback of 10 feet is required on wide streets and 15 feet on narrow street. Like other residential districts, the R7D district requires a 30 feet rear yard for residential portions of any building. Off-street parking would be optional for residential uses.

Proposed C4-3A (Existing M1-1 District)
C4-3A districts are proposed for approximately two partial blocks in one area:

- *An area roughly bounded by Brevoort Place to the north, Atlantic Avenue to the south, Franklin Avenue to the west, and Bedford Avenue to the east, and with frontage generally along Bedford Place beyond 100 feet of Atlantic Avenue.*

C4-3A is a medium-density commercial district that allows a range of commercial uses as well as residential and community facility uses. C4-3A districts permit a maximum commercial FAR of 3.40 and a community facility FAR of 3.0. C4-3A districts permit, as-of-right, retail and commercial uses in Use Groups 5, 6, 8, 9, 10, and 12. These use groups include retail, offices, business services, larger retail establishments such as department stores, and some entertainment uses. For C4-3A districts, the residential district equivalent is an R6A district. As a result, any residences within the C4-3A district must comply with the R6A bulk regulations and, where inclusionary housing is mapped, with the mandatory affordable housing requirements pursuant to the MIH program. C4-3A districts permit a maximum residential FAR of 3.9, when mapped with inclusionary housing. Where inclusionary housing is mapped and on narrow streets, C4-3A districts permit a maximum street wall height of 65 feet, above which the building must be set back, may rise to a maximum height of 95 feet, and have a maximum of nine stories. A building setback of 10 feet is required on wide streets and 15 feet on narrow street. Off-street parking would be optional for residential uses.

Proposed C4-5D (Existing M1-1 District)
C4-5D districts are proposed for approximately two partial blocks in one area:

- *An area roughly bounded by Brevoort Place and Herkimer Street to the north, Atlantic Avenue to the south, Bedford Place to the west, and Perry Place and Nostrand Avenue to the east, and with frontage generally along Bedford Avenue 100 feet north of Atlantic Avenue.*

C4-5D is a medium-density commercial district that allows a range of commercial uses as well as residential and community facility uses. C4-5D districts permit a maximum commercial FAR of 4.2 and a community facility FAR of 4.2. C4-5D districts permit, as-of-right, retail and commercial uses in Use Groups 5, 6, 8, 9, 10, and 12. These use groups include retail, offices, business services, larger retail establishments such as department stores, and some entertainment uses. For C4-5D districts, the residential district equivalent is an R7D district. As a result, any residences within the C4-5D district must comply with the R7D bulk regulations and, where inclusionary housing is mapped, with the mandatory affordable housing requirements pursuant to the MIH program. C4-5D districts permit a maximum residential FAR of 5.6, when mapped with inclusionary housing. Where inclusionary housing is mapped and on narrow streets, C4-5D districts permit a maximum street wall height of 95 feet, above which the building must be set back, may rise to a maximum height of 125 feet, and have a maximum of 12 stories. A building setback of 10 feet is required on wide streets and 15 feet on narrow street. Off-street parking would be optional for residential uses.

Proposed M1-3A/R7D (Existing M1-1 and R7A/C2-4 Districts)
M1-3A/R7D districts are proposed for approximately nine partial blocks in two areas:

- *An area roughly bounded by Washington Avenue to the west, Classon Avenue to the east, Atlantic Avenue to the north, and Bergen Street to the south, generally located along the frontage of Grand Avenue between Atlantic Avenue and Bergen Street to a depth of 100 feet from Grand Avenue.*

- *An area roughly bounded by Grand Avenue to the west, Franklin Avenue to the east, Atlantic Avenue to the north, and Bergen Street to the south, generally located along the frontage of Classon Avenue between Atlantic Avenue and Bergen Street to a depth of 100 feet from Classon Avenue.*

M1-3A/R7D is a mixed-use district that pairs M1-3A, a manufacturing district that supports a mix of commercial and industrial uses, with R7D, a medium-density contextual residential district that would allow residential uses and community facility uses and is designed to produce Quality Housing buildings. Mixed-Use zoning districts also have special regulations that enable residential and certain industrial uses to be located either side by side or within the same building. R7D districts permit a maximum residential FAR of 5.6, when mapped with inclusionary housing, an FAR for commercial and industrial uses up to 4.0, and an FAR for community facility up to 4.2. Where inclusionary housing is mapped and on narrow streets, R7D districts permit maximum street wall height of 95 feet, above which the building must be set back, may rise to a maximum height of 125 feet, and have a maximum of 12 stories. A building setback of 10 feet is required on wide streets and 15 feet on narrow street. Like other residential districts, the R7D district requires a 30 feet rear yard for residential portions of any building. Off-street parking would be optional for residential uses.

Proposed M1-4A/R9A (Existing M1-1 District)
M1-4A/R9A districts are proposed for approximately one partial block in one area:

- *An area roughly bounded by Classon Avenue to the west, Franklin Avenue to the east, Atlantic Avenue to the north, and Pacific Street to the south, generally located along the southern frontage of Atlantic Avenue to a depth of 100 feet.*

M1-4A/R9A is a mixed-use district that pairs M1-4A, a manufacturing district that supports a mix of commercial and industrial uses, with R9A, a high-density contextual residential district that would allow residential uses and community facility uses and is designed to produce Quality Housing buildings. Mixed-Use zoning districts also have special regulations that enable residential and certain industrial uses to be located either side by side or within the same building. M1-4A/R9A districts permit a maximum residential FAR of 9.0, when mapped with inclusionary housing, an FAR for commercial and industrial uses up to 5.0, and an FAR for community facility up to 7.5. Where inclusionary housing is mapped, R9A districts permit maximum street wall height of 135 feet, above which the building must be set back, may rise to a maximum height of 185 feet, and have a maximum of 18 stories. A building setback of 10 feet is required on wide streets and 15 feet on narrow street. Like other residential districts, the R9A district requires a 30 feet rear yard for residential portions of any building. Off-street parking would be optional for residential uses.

Proposed C6-3A (Existing M1-1 and C6-2A Districts)
C6-3A districts are proposed for approximately 10 partial blocks in one area:

- *An area roughly bounded by Vanderbilt Avenue to the west, Nostrand Avenue to the east, Atlantic Avenue, Brevoort Place, and Herkimer Street to the north, and Pacific Street to the south, and with frontage generally along Atlantic to a depth of 100 feet.*

C6-3A is a high-density commercial district that allows a range of commercial uses as well as residential and community facility uses. C6-3A districts permit a maximum commercial FAR of 6.0 and a community facility FAR of 7.5. C6-3A districts permit, as-of-right, retail, and commercial uses in Use Groups 5, 6, 8, 9, 10, and 12. These use groups include retail, offices, business services, larger retail establishments such as department stores, and some entertainment uses. For C6-3A districts, the residential district equivalent is an R9A district. As a result, any residences within the C6-3A district must comply with the R9A bulk regulations and, where inclusionary housing is mapped, with the mandatory affordable housing requirements pursuant to the MIH program. C6-3A districts permit a maximum residential FAR of 9.0, when mapped with inclusionary housing. Where inclusionary housing is mapped and on narrow streets, C6-3A districts permit a maximum street wall height of 135 feet, above which the building must be set back, may rise to a maximum height of 185 feet, and have a maximum of 18 stories. A building setback of 10 feet is required on wide streets and 15 feet on narrow street. Off-street parking would be optional for residential uses.

Proposed R7-2 (Existing R6A and R6B Districts)
A R7-2 district is proposed for approximately one block in one area:

- *An area roughly bounded by Halsey Street to the north, Macon Street to the south, Nostrand Avenue to the west and Marcy Avenue to the east, and with frontage along the entire western portion of the block.*

R7-2 is a medium-density non-contextual residential district that would allow residential uses of all types and community facility uses. R7-2 districts permit a maximum residential FAR of 4.6 when mapped with inclusionary housing and a maximum FAR for community facility up to 6.5. Where inclusionary housing is mapped, R7-2 districts permit a maximum street wall height of 75 feet, above which the building must be set back, may rise to a maximum height of 135 feet, and have a maximum of 13 stories. A building setback of 10 feet on wide streets and of 15 feet on narrow streets is required. Like other residential districts, R7-2 districts require a 30 feet rear yard for residential portions of any building. Off-street parking is required for 50 percent of the DUs in the building. For income-restricted housing units (IRHU), there are no parking spaces required inside the Transit Zone.

Proposed M1-3A (Existing M1-1 District)
A M1-3A district is proposed for approximately one partial block in one area:

- *An area roughly bounded by Franklin Avenue to the west, Bedford Avenue to the east, Atlantic Avenue, to the north, and Pacific Street to the south.*

M1-3A is a manufacturing district that allows a range of commercial, industrial, and community facility uses. M1-3A districts permit a maximum FAR of 4.0 for commercial and industrial uses and a maximum FAR of 4.8 for community facility uses. Buildings may rise to a maximum base height of 95 feet and a maximum building height of 125 feet.

Proposed C2-4 Commercial Overlay

C2-4 commercial overlays are proposed to be mapped over portions of an existing R6A district and proposed R7A district. The proposed rezoning would establish a new C2-4 overlay along the east and west frontages of Classon Avenue between Dean Street and Bergen Street where a C1-3 overlay was mapped prior to the approval of the 2013 Crown Heights West Rezoning. In addition, a C2-4 overlay would be established in a proposed R7A district on the eastern frontage of Franklin Avenue between Dean Street and Pacific Street. A C2-4 overlay will be paired with the R6A and R7A districts in order to bring existing ground-floor commercial uses into conformance with zoning and allow additional commercial uses to occupy space and expand. The affected areas are as follows:

- Portions of two blocks bounded by Dean Street to the north, Bergen Street to the south, Grand Avenue to the west, and Franklin Avenue to the east, along the east and west frontages of Classon Avenue between Bergen Street and Dean Street to a depth of 100 feet.

- Portion of one block bounded by Pacific Street to the north, Dean Street to the south, Franklin Avenue to the west, and Bedford Avenue to the east.

C2-4 commercial overlays allow for up to 2.0 FAR of local retail uses in stand-alone commercial buildings or on the ground floor of mixed-use buildings. C2-4 allows uses listed in Use Groups 1-9 and 14, which include a wide range of neighborhood commercial uses including retail and services, as well as small-scale entertainment and production uses. For general commercial uses, as listed in PRC-B, one off-street parking space is required for every 1,000 sf of floor area.

Special Atlantic Avenue Mixed-Use District

A special purpose district known as the Special Atlantic Avenue Mixed-Use District would be mapped largely coterminous with the Project Area. The proposed special purpose district is described in more detail below as part of the related action to amend the zoning text and establish the proposed special purpose district.

Zoning Text Amendment

The Proposed Actions include amendments to the text of the ZR. The Special Atlantic Avenue Mixed-Use District would be established and would overlay most of the primary Study Area. MIH would be mapped on many of the proposed zoning districts setting mandatory affordable housing requirements pursuant to the MIH program.

Special Atlantic Avenue Mixed-Use District

As noted above, the special purpose district known as the Special Atlantic Avenue Mixed-Use District would be mapped largely coterminous with the primary Study Area. The proposed special purpose district would modify certain underlying zoning regulations including use, streetscape and bulk regulations, and parking and loading regulations. The proposed special district is intended to establish a development framework around Atlantic Avenue and neighboring blocks, to promote the growth of housing and employment centers around transit and foster an adequate range of services and amenities for residents, workers, and visitors; ensure a lively and attractive streetscape along Atlantic Avenue and other major corridors; and support a mix of residential, commercial, community facility, and light industrial uses.

Special District Use Regulations

To create an attractive and pedestrian-friendly environment, provide space for jobs, and enhance activity along major corridors--Atlantic, Vanderbilt, Bedford, Classon and Grand Avenues—the proposed special purpose district would include supplemental ground-floor use regulations, which would require non-residential uses along the ground floors to a depth of 30 feet on these five streets. This requirement would serve to foster a varied and walkable pedestrian experience and help activate and sustain the mixed-use character of street frontages with glazing and transparency for businesses that occupy space in new developments. Absent this modification, residential uses could be located on the ground floor, which would be an undesirable location for those living on busy major corridors such as Atlantic Avenue. Further, the modification would also prevent blank wall conditions for non-residential uses, which can result in an unattractive streetscape condition. Atlantic Avenue and Bedford Avenue would be designated as Tier C frontages pursuant to the recently adopted City of Yes for Economic Opportunity text amendment, and north/south corridors Grand Avenue and Classon Avenue would be designated as Tier B frontages but would still be required to provide non-residential ground-floor uses.

As part of the special purpose district, manufacturing districts would be paired with residential districts in a few locations, including M1-2A/R6A, M1-1A/R6B, M1-3A/R7D, and M1-4A/R9A, which would allow for a broad range of residential, community facility, commercial, and light manufacturing uses. Such a pairing of zoning districts typically necessitates a designation of an MX district. However, rather than being separate, individually designated MX districts, these districts and their mixed-use regulations would be incorporated into the proposed special purpose district.

In paired industrial/residential districts where light industrial and residential uses are located in the same or adjacent buildings, the special district would require the submission of a Restrictive Declaration to allow flexibility for the uses to coexist while protecting residents from air contaminants, odors, vibrations, or noise associated with the industrial use. These regulations would be modeled after those implemented in the 803 Rockaway Avenue rezoning (200056ZMK, N200057ZRK).

In addition, M1-1A/R6B and M1-2A/R6A districts would include a floor area incentive of approximately 0.6 and 1.1 FAR, respectively, to encourage the development of mixed-use buildings with non-residential ground floors, as well as greater flexibility in the bulk envelope. The

proposed special purpose district would also update previously approved MX districts that overlap within the primary Study Area.

Streetscape and Bulk Regulations

The proposed special district would create special floor area and building-height regulations for some of the underlying zoning districts. A summary of the maximum FAR and maximum building-height regulations for certain districts is shown in **Table 2-7**.

Table 2-7: Maximum Permitted Floor Area Ratios (FAR) and Maximum Building Heights Under the Proposed Special Atlantic Avenue Mixed-Use District

Zoning District	Residential FAR	Commercial FAR	Industrial FAR	Community Facility FAR	Maximum Building Height
M1-1A/R6B	2.4	2.0	2.0	2.0	95
M1-2A/R6A*	3.9	3.0	3.0	3.0	125
R7A	5.0	-	-	4.0	115
R7D	5.6	-	-	4.2	125
C4-3A	3.9	3.4	-	3.0	95
C4-5D	5.6	4.2	-	4.2	125
M1-3A/R7D	5.6	4.0	4.0	4.2	125
M1-4A/R9A	9.0	5.0	5.0	7.5	185
C6-3A	9.0	6.0	-	7.5	185
R7-2	4.6	-	-	6.5	135
M1-3A	-	4.0	4.0	4.8	125

Note: *The maximum FAR of mixed-use buildings, combining residential and non-residential uses, would be permitted up to 3.0 FAR in M1-1A/R6B districts and up to 5.0 FAR in M1-2A/R6A districts.

To enhance the streetscape experience for pedestrians and ensure there is sufficient space for various users of the sidewalk, the special purpose district would require the street wall of new developments to be set back such that the minimum sidewalk width on Atlantic and Bedford Avenues is 20 feet, unless the required setback is more than five feet.. Without the special purpose district, the proposed underlying contextual zoning would require a development's street wall to locate at the street line. The special purpose district would also update previously approved street wall location regulations that apply along the portion of Atlantic Avenue and surrounding streets overlapping with the primary Study Area.

In addition, due to block frontages along Atlantic Avenue being 800 feet in length, new developments with more than 100 feet of frontage would be required to provide recesses, projections, or other features that articulate the facade. In the absence of the special purpose district, larger developments with frontage along Atlantic Avenue could have a sheer, continuous wall up to the minimum base height with minimal articulation.

Within the special purpose district, two manufacturing districts paired with residential districts would modify underlying bulk regulations to allow for taller mixed-use buildings or stand-alone non-residential buildings, as well as allow more flexibility for rear yard obstructions to better support two floors of non-residential uses. M1-1A/R6B would allow a maximum FAR of 3.0, maximum base height of 65 feet, and maximum building height of 95 feet for mixed-use buildings (versus an FAR of 2.4, base height of 45 feet, and maximum height of 65 feet for residential-only

buildings). M1-2A/R6A would allow a maximum FAR of 5.0, maximum base height of 95 feet, and maximum building height of 125 feet for mixed-use buildings (versus an FAR of 3.9, base height of 65 feet, and maximum height of 95 feet for residential-only buildings). Additionally, to accommodate the future development near the Franklin Avenue shuttle, including on a parcel of land (Block 1126, Lots 32 and 57) owned and operated by the MTA, the special purpose district would modify bulk regulations to allow greater flexibility in the bulk envelope on these irregular and uniquely dimensioned sites.

Additionally, with the special purpose district, certain commercial districts would modify underlying bulk regulations on lots with no rear yards. To accommodate the unique conditions along Herkimer Place and Atlantic Avenue, the special purpose district would modify bulk regulations of the proposed C6-3A district to ensure a majority of the bulk on future developments be anchored toward Atlantic Avenue, allowing a transition in height to the north. In the absence of the special purpose district, the bulk could be shifted to Herkimer Place, creating a stark difference in height and density transitions to the north.

Lastly, the proposed special purpose district would create a CPC authorization to enable a public plaza bonus available in high-density non-contextual districts to zoning lots greater than 25,000 sf in contextual Commercial Districts and MX pairs with a residential equivalent of an R9A or R9X District. In conjunction with the FAR increase, an applicant could modify building certain plaza regulations to better adapt the design requirements to the unique character of the area or could modify certain bulk parameters so long as height modifications did not exceed 25 percent of the district's height. This authorization would enable new publicly accessible open spaces in a neighborhood that lacks adequate access to open space and has an existing walk-to-a-park gap.

Open Space Incentive

In order to create opportunities for publicly accessible open space, the special district would include a CPC authorization to allow developments in R9 equivalent districts to access the ZRs floor area bonus for on-site public plazas. The underlying public plaza program (Section 37-70) allows bonuses at these densities but not in AAMUPs specific zoning districts which have street wall and maximum building-height requirements. The typical 20 percent maximum bonus would apply, and the bonus ratio would be 4:1, like in equivalent zoning districts (C6-3). The authorization would be available for zoning lots greater than 25,000 sf and would allow modification of street wall and maximum height requirements to accommodate the plaza and bonus floor area. In addition, the CPC authorization would allow modifications to the plaza design requirements to encourage spaces that reflect the mixed-use character of the area.

Parking and Loading Requirements

Given the area's excellent access to public transit and to support a vision of a growth where residents and workers walk, bicycle, or use public transit as their primary modes of transportation, the proposed special district would waive residential off-street accessory parking requirements. This would be in alignment with the City of Yes for Housing Opportunity text amendment. Moreover, off-street parking can pose constraints on development, expansions, and conversions, both financially and physically, as parking spaces compete for non-residential space on the

ground floor and add to the costs of a development, especially if parking is built below grade in cellar levels.

Mandatory Inclusionary Housing (MIH) Program

The Proposed Actions would amend Appendix F of the ZR to add the proposed R7A, R7-2, R7D, C6-3A, M1-1A/R6B, M1-2A/R6A, M1-3A/R7D, M1-4A/R9A, C4-3A, and C4-5D districts to the list and maps of MIH areas to require a share of new housing to be permanently affordable where significant new housing capacity would be created. The proposed MIH areas would also consolidate maps from previously approved private applications within the primary Study Area.

The MIH program requires permanently affordable housing within new residential developments, enlargements, and conversions from non-residential to residential use within the mapped MIH areas. The program requires permanently affordable housing set asides for all developments over 10 units or 12,500 zoning sf within the MIH areas or, as an additional option for developments with fewer than 25 units and 25,000 sf, a payment into an Affordable Housing Fund.

The MIH program includes two primary options that pair set-aside percentages with different affordability levels to reach a range of low and moderate incomes while accounting for the financial feasibility trade-off inherent between income levels and size of the affordable set-aside. Option 1 requires 25 percent of residential floor area to be for affordable housing units for households with incomes averaging 60 percent of the AMI. Option 1 also includes a requirement that 10 percent of residential floor area be affordable at 40 percent of AMI. Option 2 requires 30 percent of residential floor area to be affordable to households with an average of 80 percent of AMI. Additionally, an Option 3 could also be applied in conjunction with Options 1 or 2. Option 3, also known as the “Deep Affordability” option, requires that 20 percent of the residential floor area be affordable to residents at 40 percent AMI. Unlike the standard MIH program where Option 3 must be mapped in conjunction with Option 1 or 2, in the AAMUP Special District Option 3 would be permissible as a stand-alone option. The City Council and City Planning Commission could apply an additional Option 4, known as the “Workforce” option, for markets where moderate- or middle-income development is marginally financially feasible without subsidy. This requires a 30 percent set aside at AMIs averaging 115 percent and does not allow public funding.

Secondary Study Area

The Proposed Actions would not affect zoning in the secondary Study Area. The compatibility of the Proposed Actions with zoning in the secondary Study Area is discussed in “Assessment” below.

Assessment

Primary Study Area

The Proposed Actions would not result in significant adverse impacts on land use and zoning. The Proposed Actions would facilitate significant land use changes as well as modify and update the existing zoning in the primary Study Area. As described in **Chapter 1, Project Description,** the Proposed Actions were informed by years of community engagement and recommendations identified in several planning studies, including the AAMUP Community Vision and Priorities

report released in 2023. New York City Council Member Crystal Hudson and DCP, in conjunction with other City agencies and community engagement, developed an approach that achieves a number of objectives through zoning changes and other land use actions. The Proposed Actions would introduce zoning changes to allow for growth and greater densities across the entirety of the primary Study Area, as well as introduce new uses to create affordable housing; spur economic and job growth; foster safer, active streets; and generate new community resources.

The primary Study Area has experienced little new development and is mostly zoned for light manufacturing, which restricts uses, does not permit housing, and limits development to a 1.0 FAR with outdated parking and loading requirements that have inhibited the growth of new non-residential development. It is located in an area well connected to public transportation and major job centers, such as Lower Manhattan and Downtown Brooklyn and the intersection of several established and growing Central Brooklyn residential neighborhoods. The Proposed Actions are intended to facilitate development patterns that meet the long-term goals of existing residents, adjacent neighborhoods and the City as a whole.

The Proposed Actions are the result of many years of community engagement and planning work and seek to achieve the following land use objectives: (1) re-envisioning an industrial zoned area to spur the growth of jobs and housing in a transit-rich accessible area through a comprehensive plan and zoning proposal; (2) provide opportunities for the creation of a substantial amount of housing, including a significant amount of affordable housing through MIH and the disposition of City-owned sites that could be developed with 100 percent affordable housing; (3) establish zoning that matches the needs of existing businesses and broadens allowable uses with the creation of mixed residential and commercial spaces that complement and support the growth of surrounding institutions; (4) facilitate job growth and non-residential uses through increasing the allowable density of all types of non-residential uses – commercial, industrial, and community facilities; and (5) create special rules to establish limits for height, bulk envelope, and density that consider neighborhood context, including promoting a walkable, vibrant, mixed-use neighborhood, and incentivizing or requiring non-residential uses in select areas.

The Proposed Actions would provide a holistic plan in coordination with agency partners that includes a comprehensive zoning proposal for the primary Study Area, which would guide the future redevelopment of lots along Atlantic Avenue and nearby corridors. The AAMUP proposal would transform a stretch of Brooklyn's Atlantic Avenue and nearby blocks, which is connected to several public transit networks and employment hubs from a low-rise, low-density industrial area with underutilized spaces to a higher-density mixed-use area supporting a range of residential, commercial, community facility, and light industrial development. The proposed zoning proposal is intended to facilitate the development of new housing, including affordable housing, and space for jobs and industry growth where residents would be able to live and walk to work. In addition, the proposal seeks to enhance the streetscape, bringing new vibrancy and activity along the street corridors. The Proposed Actions would complement the broader redesign of Atlantic Avenue being explored by DOT, which includes public realm improvements that may include but are not limited to sidewalk widenings, landscaped medians, bulb-outs and pedestrian islands at key intersections, lighting, rain gardens or bioswales, and other road-based improvements.

The Proposed Actions are aligned with the City's efforts to repurpose manufacturing and commercial areas across the City as the demand for housing has far outpaced the demand for industrial space in transit-rich parts of the City. Demand for housing in the primary Study Area and Central Brooklyn, as well as across the City, is extremely high amid the City's ongoing housing shortage crisis, which is driving rising rents, tenant harassment, displacement pressures, and housing quality issues. The City lacks the right mix and quantity of housing available to meet demand, which puts pressure on existing residential neighborhoods, such as the Central Brooklyn neighborhoods surrounding the primary Study Area. Housing production, particularly affordable housing, has not kept pace with demand.

The Proposed Actions would bring into conformance existing residential uses and create a zoning framework to provide new, permanently affordable housing on public sites as well as facilitate a mix of market-rate and affordable housing on private sites in one of the City's fastest growing areas. The proposed zoning changes would permit residential uses in much of the primary Study Area within the proposed R7A, R7D, C6-3A, M1-1A/R6B, M1-2A/R6A, M1-4A/R7D, M1-4A/R9A, C4-3A, C4-5D, and R7-2 districts, which are medium- to high-density residential districts or residential equivalent districts that would allow for a significant amount of new housing to be developed in the neighborhood in accordance with the Quality Housing program and MIH. MIH would require the inclusion of permanently affordable housing in new developments, expansions, or conversions. In addition, the proposal includes several City-owned sites that would be redeveloped to leverage and promote additional housing development in the area.

The affordability levels for MIH have yet to be determined, but Options 1, 2, and 3 would provide options for low- and moderate-income households. MIH typically includes two primary options that pair set-aside percentages with different affordability levels to reach a range of low and moderate incomes while accounting for the financial feasibility trade-off inherent between income levels and size of the affordable set-aside. Option 1 would require 25 percent of residential floor area to be set aside for affordable housing units for households with incomes averaging 60 percent of AMI. Option 1 also includes a requirement that 10 percent of residential floor area be affordable at 40 percent of AMI. Option 2 would require 30 percent of residential floor area to be affordable to households with an average of 80 percent of AMI. In addition, Option 3, which could be applied in conjunction with Options 1 or 2 or as a stand-alone option, would require that 20 percent of the residential floor area be affordable to residents at 40 percent AMI.

The Proposed Actions would also facilitate the disposition of two City-owned sites on Dean and Bergen Streets currently owned by the HPD. These sites (Projected Development Sites 46 and 47) were subject to a request for proposals process and community visioning process, resulting in the selection and designation of two development proposals for fully affordable projects that serve older adults and families, in conjunction with on-site services and community facilities on the ground floor that complement the housing above.

The proposed C6-3A, M1-2A/R6B, M1-2A/R6A, M1-3A/R7D, M1-4A/R9A, C4-3A, and C4-5D districts would foster mixed-use development, including introducing residential use and would encourage a full range of services and local job opportunities, including new commercial, community facility, arts and light industrial spaces, for new and existing residents within walking

distance. The pairing of residential with manufacturing districts would encourage the creation of new space for jobs through the adaptive reuse of existing buildings and new, loft-style buildings and allow for flexibility to locate a diverse mix of uses either in the same building or side by side. The proposed districts would provide a contextual envelope that establishes maximum street wall and height limits and would permit loft-style building forms that can accommodate high floor-to-ceiling heights and large floor plates.

The Proposed Actions would map an M1-3A district on a portion of a single block bounded by Franklin Avenue, Bedford Avenue, Atlantic Avenue, and Pacific Street, which contains the Bedford-Atlantic Armory. The proposed M1-3A district would retain the existing high-performance manufacturing zoning in this area, which would only allow non-residential uses, as well as permit increased density (up to 4.0 FAR for commercial and light industrial uses and a maximum of 4.8 for community facility uses), eliminate the off-street parking requirements and modify loading requirements. M1-3A zoning would create flexibility in the bulk envelope to permit loft-style buildings with high floor-to-ceiling heights that maximize opportunities for light and air. Buildings would be permitted to rise to a maximum base height of 95 feet and have a maximum building height of 125 feet. It would bring the Bedford-Atlantic Armory into greater compliance with zoning and allow flexibility for potential renovations in the future. The City-owned Bedford-Atlantic Armory building offers one of the most significant opportunities for new City services and amenities in the primary Study Area.

The Proposed Actions would promote a walkable, mixed-use neighborhood through proposed zoning changes and the establishment of the Special Atlantic Avenue Mixed-Use District, which would apply special regulations to encourage a mix of uses and special bulk and height regulations. The proposed contextual zoning districts would establish appropriate height and setback regulations with the greatest density and tallest buildings concentrated along Atlantic Avenue, which is 120-feet-wide and provides more opportunity for light and air. Special zoning regulations along Atlantic Avenue would require active ground floors and building setbacks to provide wider sidewalks. The special district would also encourage active ground floors along the north–south corridors of Bedford, Classon, and Grand Avenues in tandem with incentives for non-residential uses in midblock areas. The Proposed Actions would require active ground floors guaranteeing that the spaces provide a source of jobs, while mandating glazing and transparency of frontages, which would enhance the streetscape for residents, businesses, visitors, and shoppers. Building heights would step down along the north–south corridors; however, high densities of development would also be mapped in these areas. Midblock areas and side streets within the primary Study Area would have lower buildings and street wall heights in response to narrow street widths.

Secondary Study Area

The Proposed Actions would not adversely affect land use or zoning in the secondary Study Area. The increase in residential and commercial development in the primary Study Area would be compatible with existing and planned residential, commercial, and community facility developments in the secondary Study Area. The increased supply of new housing, including affordable housing, would provide New Yorkers with more housing options. The new commercial

and community facility development projected under the RWCDS associated with the Proposed Actions would provide employment opportunities and additional services for the secondary Study Area. Therefore, the Proposed Actions would not result in significant adverse impacts.

Public Policy

Housing Our Neighbors: A Blueprint for Housing and Homelessness

The Proposed Actions directly support the goals and principles outlined in *Housing Our Neighbors*, including developing affordable housing on underused public and private sites. Under the RWCDS, the Proposed Actions would introduce approximately 5,143 new units of housing, approximately 2,234 to 2,428 units of which would be affordable. On 48 privately owned sites, the Proposed Actions could result in a net increase of approximately 974 to 1,168 permanently affordable DUs for lower-income New Yorkers in accordance with the MIH program.[28] In addition, on six City-owned sites (including Projected Development Sites 46, 47, 48, 53, 54, and 56), the Proposed Actions are expected to facilitate 100 percent affordable housing including approximately 1,260 affordable DUs serving a wide range of incomes.

Where We Live

*Where We Live NYC i*s a collaborative planning process to better understand how challenges like segregation and discrimination impact New Yorkers' everyday lives. Through Where We Live NYC, the City is developing fair housing policies that fight discrimination, break down barriers to opportunity, and build more just and inclusive neighborhoods.

The Proposed Actions would facilitate equitable housing development by increasing housing opportunities, particularly housing for New Yorkers who are low-income people of color. The proposed zoning framework would map high- and moderate-density zoning districts, including a combination of residential, commercial, and manufacturing districts, which would permit a mix of housing, including affordable housing, community facility, and commercial development, as well as MIH, which would provide for permanently affordable housing.

Vision Zero

The Proposed Actions support the goals outlined in *Vision Zero* by encouraging a pedestrian-friendly environment. The Proposed Actions would also be compatible with planned and completed pedestrian improvements that are anticipated under *Vision Zero* on priority corridors such as Atlantic Avenue, Fulton Street, Franklin Avenue, Clinton Avenue, Gates Avenue, Nostrand Avenue, Rogers Avenue, and Kingston Avenue.

The proposed Special Atlantic Avenue Mixed-Use District would include requirements and incentives related to active ground-floor uses and job-generating uses and establish controls for building articulation and streetscape improvements along key corridors. To enhance the streetscape experience and make the street more walkable for pedestrians and ensure there is sufficient space for various users of the sidewalk, the proposed special purpose district would

[28] A minimum percentage of housing created would be permanently affordable under the MIH program. The number of affordable units would be determined by a number of factors, including the MIH option selected for the Proposed Actions. The number of affordable units is approximate and based on a percentage of floor area under the RWCDS.

require the street wall of new developments to be set back approximately 5 feet from the property line along major corridors, such as Atlantic Avenue and Bedford Avenue. As such, the width of sidewalks would increase to between 15 and 20 feet. Overall, the proposed zoning changes are intended to foster a safe, varied, and walkable pedestrian experience along major corridors. Therefore, the Proposed Actions would be compatible with and support this public policy.

OneNYC

The Proposed Actions would be consistent with the following goals of OneNYC:

Land Use The Proposed Actions support the land use goals of *OneNYC* by pursuing transit-oriented development, promoting walkable destinations for retail, and mapping MIH. The Proposed Actions would support new housing, including affordable housing, and jobs in a neighborhood with strong public transit access and in proximity to Downtown Brooklyn and Lower Manhattan. The Proposed Actions would provide significant amounts of new housing for current and future residents. The affordable housing that would be produced through the application of MIH and redevelopment of City-owned sites would promote a diverse and inclusive mixed-income neighborhood.

Transportation The Proposed Actions support the transportation goals of *OneNYC* by facilitating transit-oriented development and enhancing pedestrian access and safety. The Proposed Actions would complement a broader redesign of Atlantic Avenue being explored by DOT. These public realm improvements may include, but are not limited to, sidewalk widenings, landscaped medians, bulb-outs and pedestrian islands at key intersections, lighting, rain gardens or bioswales, and other road-based improvements. The Proposed Actions allow housing where it is not currently permitted and increase allowable density to facilitate housing development as well as non-residential development in an area that is rich in public transit options with access to several subway and bus lines. By supporting active ground-floor uses, the Proposed Actions would foster a safe, varied, and walkable pedestrian experience throughout the primary Study Area.

Air Quality The Proposed Actions are consistent with the air quality goals of *OneNYC*. At certain sites, an (E) Designation would be mapped in connection with the Proposed Actions to ensure that future developments would not result in any significant air quality impacts from fossil fuel-fired heat and hot water systems emissions.

Energy Any new developments resulting from the Proposed Actions would be required to comply with the New York City Energy Conservation Code, which governs performance requirements of heating, ventilation, and air conditioning systems, as well as the exterior building envelope of new buildings. In compliance with this code, new development must meet standards for energy conservation, which include requirements relating to energy efficiency and combined thermal transmittance. Larger buildings must comply with the Greener, Greater Buildings Plan, which requires benchmarking and energy audits, among other requirements.

Solid Waste As described in further detail in Chapter 11, “Solid Waste and Sanitation Services,” the Proposed Actions would not result in any significant adverse impacts to the City’s solid waste

system. Developments within the primary Study Area would be subject to mandatory recycling requirements. As such, the Proposed Actions would be consistent with *OneNYC*'s solid waste management goals.

NYC Local Law 97

Although not applicable to current buildings in the area, much of the new construction enabled by the proposed zoning changes would be required to comply with this law. Because the Proposed Actions would promote development of large residential buildings, it is reasonable to assume these buildings would be subject to NYC Local Law 97.

NYC Local Law 92 and 94

Although current buildings are not affected by this policy (unless major construction of their rooftops is anticipated), new construction permitted by the Proposed Actions would be required to adhere to these regulations.

Atlantic Terminal Urban Renewal Plan

Projected Development Site 55, which includes PS K753 at 510 Clermont Avenue, is subject to the ATURP and is identified as Site 4E. Under the RWCDS, the Proposed Actions would facilitate the redevelopment of Projected Development Site 55 and introduce a significant amount of affordable housing and additional community facility space to the site.

The Proposed Actions are consistent with the goals of the Atlantic Terminal URA, such as encouraging development and employment opportunities in the area, community facility (including retail and parks) construction, and high-quality housing construction. The Proposed Actions would support job-generating uses, and facilitate the development of additional local retail, office space, community facility space, light industrial, and residential space.

New York City Food Retail Expansion to Support Health (FRESH) Program

The Proposed Actions would facilitate the creation of new ground-floor commercial spaces and would require active ground floors along Atlantic Avenue and key north–south corridors of Bedford Avenue, Classon Avenue, and Grand Avenue, which would provide an opportunity for new neighborhood grocery stores to be located within the boundaries of the FRESH zone. Within the primary Study Area, discretionary tax and/or zoning incentives would be available for grocery stores in buildings within the primary Study Area. Therefore, the Proposed Actions would be compatible with and support this public policy.

Business Improvement Districts

The Proposed Actions would support the goals of the Bed-Stuy Gateway BID, FAB Fulton Alliance, North Flatbush BID, MetroTech BID, and Park Slope 5th Avenue BID. The Bed-Stuy Gateway BID along Nostrand Avenue includes Projected Development Site 54 at 457 Nostrand Avenue, which would be rezoned from R6A/R6B to R7-2 to facilitate the development of additional community facility space as well as significant affordable housing on a City-owned site. The other four BIDs are located in the secondary Study Area and would not be directly affected by the Proposed Actions.

The Proposed Actions would increase the allowable density of all types of non-residential uses (commercial, industrial, and community facilities), permit multiple floors of non-residential use with mixed-use developments, and expand the types of commercial uses allowed in the primary Study Area. In addition, the proposed zoning changes would allow residential uses in most of the primary Study Area. The proposed zoning changes would also allow for flexibility to locate a diverse mix of uses either in the same building or side by side, which would provide flexibility for business owners. The Proposed Actions would also promote active uses on the ground floors of buildings, which would enhance walkability and the pedestrian experience in the primary Study Area. In addition, the Proposed Actions would introduce a new residential population that would increase demand for the goods and services provided by existing businesses in the primary and secondary Study Areas, including those in the aforementioned BIDs.

Get Stuff Built

Under the RWCDS, the Proposed Actions would introduce approximately 5,143 new units of housing, approximately 2,234 to 2,428 units of which would be affordable. If the recommendations of Get Stuff Built are implemented, the potential and projected development expected with the Proposed Actions may benefit from these policy changes, thereby allowing for expedited development of affordable housing, furthering the City's overall goal.

City of Yes

The Proposed Actions would allow for housing growth with permanently affordable housing and retail in a neighborhood with strong public transit access and in proximity to the CBDs of Downtown Brooklyn, and Lower Manhattan. With the passage of the zoning text amendments proposed with the City of Yes, the developments generated by the Proposed Actions would be able to take advantage of expanded opportunities to move toward carbon neutrality, such as the implementation of high-performance construction and energy efficiency standards, solar panels, and/or electric vehicle charging stations. The Proposed Actions would also create new economic opportunities by fostering new and expanded commercial, community facility, and light industrial development, particularly by increasing the number of job-generating uses. Lastly, the Proposed Actions would expand and diversify the City's housing supply by permitting approximately 5,143 new units of housing, of which approximately 2,234 to 2,428 units would be affordable. Therefore, the Proposed Actions would be consistent with the goals of the City of Yes.