Project Description (LR Item-3)

Project ID: 2020K0479

Paperific Rezoning-1459-1463 38th Street

June 2022

I. Introduction

Stamford LLC and Capri Optics, Inc., (the "Applicants") seek a zoning map amendment, a zoning text amendment and a zoning special permit (the "Proposed Actions") to facilitate the development of a 5-story commercial building on Block 5348 Lots 49, 54, 17 and 15 (the "Development Site") in the Borough Park section of Brooklyn Community District 12.

Specifically, the Proposed Actions are as follows:

1. Zoning Map Amendment to rezone Block 5348 Lots 41, 42, 44-48, 118, 119, 49, 54, 15 and 17 from R6, M1-2 and M2-1 to C4-4A and Lots 55-66 from M2-1 to R6B (the "Project Area"). The proposed zoning map amendment to C4-4A would facilitate the Proposed Development on the Development Site.

2. Zoning Text Amendment to amend Appendix F (Inclusionary Housing Designated Areas) of the Zoning Resolution of the City of New York ("ZR") to establish the Project Area as a Mandatory Inclusionary Housing Area ("MIH") coterminous with the Project Area. The Applicant seeks to map MIH Options 1 and 2 over the Project Area.

3. Zoning Special Permit pursuant to ZR § 74-681 to permit a development located partially or entirely within a railroad or transit right of way. Lots 15 and 17 of the Development Site are part of a former transit right-of-way; therefore, this special permit is needed to develop on those lots.

The Proposed Actions would facilitate the development of a 5-story, 103,512 sf (4.0 FAR) commercial building containing a newly renovated *Paperific* supermarket on the ground floor and office uses on floors 2-5 (the "Proposed Development"). The building would rise to a total height of 63 feet and contain 63 accessory parking spaces in the cellar and 35 bicycle parking spaces on the ground floor.

II. Background

The Culver Elevated (The "Culver-El") shuttle was an elevated rapid transit line that ran from October 1954 to May 1975 from Ninth Avenue to Ditmas Avenue in Brooklyn with stops along

the way at Fort Hamilton Parkway and 13th Avenue. The shuttle ran directly above 37th Street from Fort Hamilton Parkway to McDonald Avenue. The elevated structure was demolished in 1985. Beneath the shuttle, the South Brooklyn Railroad ran at ground level conducting freight operations until it was discontinued in the early 1980s. This former transit right-of-way has been the subject of several special permits along this corridor over the past 30 years.

In December 1996, City Planning Commission ("CPC") approved a special permit (C 960472 ZSK) pursuant to ZR § 74-681(a)(2) to facilitate the use of Block 5348 part of the former Lot 9 (currently Lot 119) to be included in the lot area of an open storage yard for building supplies on property located at 3702 15th Avenue, on the southwest corner of 15th Avenue and 37th Street. The portion of the lot that is subject to this special permit is part of the proposed Project Area not the proposed Development Site.

In June 2003, CPC approved the disposition of City-owned property (C 020442 PPK) to the New York City Economic Development Corporation ("NYCEDC"), which included Block 5348 Lot 9. The former Lot 9 was later subdivided to include the current Lots 15 and 17, which are part of the proposed Development Site. The Disposition made possible the return of these properties to productive use.

In March 2007, City Planning Commission ("CPC") granted a Special Permit (C 070227 ZSK) per ZR § 74-681(a)(2) to permit construction of a 3-story 6,733 square foot warehouse on the current Lot 15 (formerly part of Lot 9). However, due to changed circumstances, the owner no longer needed the proposed warehouse and the site was never substantially constructed. Thus, the special permit has lapsed. The site today is used as a parking lot for *Paperific* customers.

In May 2007, CPC granted a Special Permit (C 070310 ZSK) pursuant to ZR § 74-681(a)(2) to permit the current Lot 17 (formerly part of lot 9) to be used for accessory parking, loading and storage uses for the *Paperific* supermarket on Lot 49. This lot is currently being used for such purposes today.

In June 2007, the current owner of Lot 15, Capri Welling, LLC[1] purchased Lot 15 from NYC Economic Development Corporation as evidenced by Deed # 2007071800554001.

In October 2007, the current owner of Lot 17, Stamford, LLC purchased Lot 17 from NYC Economic Development Corporation as evidenced by Deed #2007101600853002.

In October 2007, a portion of the proposed Project Area, Lots 41-42, 44-48 and Lot 119 (p/o) was rezoned under the Kings Material Rezoning (C 040161 ZMK) from M1-2 to R6 to facilitate the construction of a 6-story residential building containing 35 dwelling units. An accompanying special permit was also granted in September 2007 (C 0400162 ZSK) pursuant to ZR § 74-681(a)(2) to allow the current lots 118 and 119, which were part of the former railroad right-of-way that has been permanently discontinued, to be included in the lot area for this development. This building to date though has not been built and thus the special permit has lapsed.

[1] Capri Welling, LLC is listed on the deed as the entity name of the owner of Lot 15 while Capri Optics, Inc. is listed as the Owner of Lot 54. These entities are owned by the same person, Arnold Fischman.

In October 2010, City Council approved the Culver-El Rezoning (C 100345 ZMK) which mapped lower, mid-density and contextual zoning districts on all or portions of seven blocks spanning from 14th Avenue to the east to 12th Avenue to the west between 36th and 40th Streets. The approved actions were meant to recognize the existing mix of uses in the area and facilitate the development of affordable housing. The eastern boundary of this Rezoning is located one block west of the proposed Project Area.

The Board of Standards and Appeals ("BSA") granted a special permit and variance (BSA Cal # 2016-4274-BZ) in February 2019 to legalize an existing school at 1411 39th Street (Block 5347 Lots 13 and 71) and permit a two-story enlargement contrary to the underlying zoning.

There have been no other land use actions approved within 1,000 feet of the Project Area within the last ten years.

III. Description of the Surrounding Area

The area adjacent to the proposed Project Area to the east and south is predominately residential in nature. Residential housing stock in the surrounding area consists mostly of lower scale 1-2 family, two-story semi-detached homes and row houses along narrower streets and medium-density 3-4 multi-family homes along the avenues. Non-conforming rowhomes are found immediately west of the Project Area in the underlying M2-1 district on the north side of 38th Street (including the portion of the Project Area being rezoned to R6B) and the underlying M1-2 district on the south side of 38th Street. 38th Street is a one-way 60 foot wide street that runs from east to west.

Several 1-2 story industrial/commercial uses are interspersed amid the residential uses along both 38th and 37th Street given the M1-2 and M2-1 zoning districts including warehouses and a gas station as well as smaller commercial uses including a bakery, a printing supplies manufacturer and a building material house. The six-story approximately 442,000 sf *Brooklyn Square* office complex spans across much of the entire block immediately north of the Project Area from 14th Avenue extending eastward along the northern side of 37th Street. 37th Street is a one-way 60 foot wide street that runs from west to east. Other notable commercial uses in the immediate surrounding area include a warehouse for *Klein's* ice cream company located on the northwest corner of 15th Avenue and 37th Street across from the Project Area and the 3-story, 42 foot *Hatzolah of Boro Park* public service establishment which contains an ambulance parking garage and emergency dispatch center located on the southeast corner of 14th Avenue and 37th Street. The most active retail corridors within the surrounding area are located along 14th and 13th Avenues to the west which contain various local retail uses either located on the ground floor of 3-4 story mixed-use buildings or stand-alone commercial buildings. These commercial uses include supermarkets, clothing stores, pharmacies and bakeries. 13th, 14th and 15th Avenues are all 80 foot wide thoroughfares.

The surrounding area also contains several community facility uses, most of which are synagogues and yeshivas to serve the area's large Orthodox Jewish population. Some notable

yeshivas include *Talmud Torah Ohel Yochanan* located at 1327 38th Street (Block 5300 Lot 62), *Bais Tziporah School for Girls* located at 1449 39th Street (Block 5347 Lot 58) and *Bnos Yaakov of Papa* located 1402 40th Street (Block 5345 Lot 6).

As noted above, the Project Area is located partially in R6, M1-2 and M2-1 zoning districts.

A large R6 district is mapped to the east, south and west of the Project Area spanning approximately from 40th Street to the north, 16th Avenue to the east, 57th Street to the south and 8th Avenue to the west. R6 districts are general residential districts that are widely mapped in built-up, medium density areas in Brooklyn. The R6 zoning district allows residential buildings under Quality Housing and Height Factor regulations. Under Height Factor regulations, a maximum FAR from 0.78 to 2.43 is permitted, along with a required open space ratio (OSR) from 27.5 to 37.5 percent. Under Quality Housing regulations, along wide streets a maximum FAR of 3.0 is permitted with 3.6 FAR permitted for MIH buildings and along narrow streets a maximum of 2.2 FAR is permitted with 2.42 FAR for MIH buildings. Under Quality Housing regulations, contextual street wall and maximum heights are regulated, while under Height Factor regulations, the sky exposure plane controls the maximum height after a maximum street wall height of six-stories or 60 feet. For Height Factor buildings, 70% of dwelling units require parking, while for Quality Housing buildings 50% of dwelling units require parking with income-restricted dwelling units reduced in the Transit Zone.

M1-2 districts are mapped over portions of the Project Area as well as to the immediate north and south. M1-2 districts permit light industrial uses as well as offices, most retail uses, and hotel uses with a special permit at a maximum FAR of 2.0. Use Group 4 community facility uses are permitted at a maximum FAR of 4.8. Off-street parking and loading facilities requirements vary in M1-2 districts according to the type and size of the use on the property. Front wall heights may rise to 60 feet or 4 stories, whichever is less, above which the height is governed by a sky exposure plane.

An M2-1 district is mapped over portions of the Project Area and extends west to 14th Avenue between 38th and 37th Streets. M2-1 districts permit the same manufacturing uses as M1 districts; however, the retail uses are more limited, and they do not permit any community facility or hotel uses. Commercial and industrial uses are permitted up to 2.0 FAR. The maximum base height before setback is 60 feet. Parking requirements also vary according to use. Loading berth requirements differ depending on type of use and size of establishment.

The area is well served by public transit. The New York City Transit ("NYCT") F train Ditmas Avenue Station is located approximately 0.3 miles southeast from the Development Site and the F and G train Church Avenue station is located approximately 0.4 miles to the northeast. The B16 and B35 buses run along 14th Avenue, with a stop on 14th Avenue between 38th and 39th Streets, one block west of the Development Site. The B16 provides service between Bay Ridge and Lefferts Gardens and the B35 provides service between Brownsville and Sunset Park. The Project Area is also located in a Transit Zone as well as the FRESH Expansion Area as of December 2021. Additionally, Dome Playground is located approximately one block east of the Project Area along 38th Street near Dahill Road.

4. Description of the Proposed Project Area

The proposed Project Area consists of a total of 25 tax lots on Block 5348, which is bounded by 37th Street to the north, 15th Avenue to the east, 38th Street to the south and 14th Avenue to the west. The lots included are Block 5348 Lots 41-42, 44-48, 15, 17, 49 and 54, 118-119 and 55-66. Lots 15, 17, 49 and 54 comprise the Development Site and are Applicant-owned while all the other lots in the proposed Project Area are non Applicant-owned.

Lot 41 is a 1,033 sf interior lot with frontage along 15th Avenue, which contains 500 sf of the warehouse located on adjacent Lot 42. It is currently zoned R6. Lot 42 is a 4,000 sf interior lot with frontage along 15th Avenue containing 2,000 sf of the one-story contractor's warehouse. It is currently zoned R6. The existing warehouse spanning across both lots has an approximately 0.5 FAR.

Lots 44-47 are vacant 2,000 sf interior lots located on the western side of 15th Avenue. They are all currently zoned R6.

Lot 48 is a 2,000 sf corner lot located on the northwest corner of 15th Avenue and 38th Street. It contains a 3-story 3,300 sf (1.65 FAR) synagogue with rectory and Rabbi's quarters on the upper floors. It is currently zoned R6.

Lot 119 is a 6,450 sf corner lot located on the southwestern corner of 15th Avenue and 37th Street. 5,000 sf of the lot is zoned R6 while the remaining 1,450 sf located beyond 100 feet of 15th Avenue is zoned M1-2. The lot is currently being used as a parking lot for Kings building material supply company.

Lot 118 is a 1,900 sf interior lot located on the southern side of 37th Street and is currently being used as a parking lot for Kings building material supply company. It is zoned M1-2.

Lots 55-66 are all 1,800 sf interior lots located along the northern side of 38th Street between 15th and 14th Avenues. Each lot contains a 2-story 1-2 family rowhome ranging from 2,000 to 3,000 gsf. Lots 55, 56, 59, 60, 61, 65 and 66 have a 1.11 FAR. Lots 57, 62, 63 and 64 have a 1.67 FAR and Lot 58 has a 1.39 FAR. Each home was built in 1901. The lots are all in an M2-1 district where residential uses are not permitted as-of-right; thus, they are all legal non-conforming uses.

5. Description of the Proposed Development Site

The proposed Development Site is comprised of Block 5348 Lots 49, 54, 15 and 17. It totals 25,900 sf of lot area. All lots in the Development Site are Applicant-owned.

Lot 49 is a 15,033 sf interior lot located on the northern side of 38th Street. It contains a 1-story 36 foot tall, approximately 15,000 sf (1.0 FAR) supermarket entitled *Paperific*. The supermarket has been operating on the site since 1946. It is currently located in an M1-2 district.

Lot 54 is a 5,863 sf interior lot located on the northern side of 38th Street. It is currently improved with a 1-story 5,700 sf (0.97 FAR) warehouse used as an office and storage space for the adjacent *Paperific* supermarket. It is currently zoned M2-1.

Lot 17 is a 1,634 sf interior lot located on the southern side of 37th Street. It is currently used a parking lot for the *Paperific* Supermarket and is zoned M1-2, M2-1.

Lot 15 is a 3,370 sf interior lot located on the southern side of 37th Street. It is currently used as a parking lot for the *Paperific* Supermarket and is zoned M2-1.

As mentioned above, Lots 15 and 17 were part of the former Culver-El shuttle transit right of way that ran above 37th Street in the mid-20th century as well as the site of the former South Brooklyn Railroad which ran at ground level conducting freight operations until the early 1980s. The elevated structure has since been demolished and the ground level train tracks have been paved over.

6. Description of the Proposed Development

The Proposed Actions would facilitate the development of a new 5-story, 103,512 zoning square foot (134,840 gsf) (4.0 FAR) fully commercial building with a supermarket on the ground floor and office uses above.

A new supermarket is needed at this site for several reasons. The current supermarket has not been renovated since it opened in 1946. Thus, it would greatly benefit on the outside, from a fresh new exterior with more modern detailing and signage, and on the inside, from wider aisles which would help create a more pleasant shopping experience for customers. The supermarket also needs more space in order to expand its offerings. The additional space would facilitate dedicated spaces in the store for a takeout counter, which would serve dishes such as chicken, meat, and fish as well as a fresh bakery counter and coffee stand, amenities that many of its local competitors already provide. The current 15,000 sf footprint though is too small to accommodate these spaces. Additionally, the supermarket needs to expand to accommodate a dedicated space in the store to fulfill its ever-surging digital orders. The supermarket requires a space away from the in-person shoppers to stock goods dedicated for digital orders and for workers to store and stock the boxes to fill those orders while not interfering with the customers in store.

The second floor would contain a dedicated office space for *Paperific* to operate its digital business. Current trends throughout New York City have seen online retail shopping, including grocery shopping, explode during the pandemic and *Paperific* has been endeavoring to meet that on-line demand. Even post pandemic, there is no indication that this tendency towards online retail shopping will subside. Therefore, the second floor would consist of a variety of marketing personnel, computer programmers, sales associates, data analysts, etc. all of whom are tasked to manage and maintain this ever-important component of *Paperific's* business.

Floors three through five would contain office space with open floor plans designed to accommodate a combination of co-working spaces as well as individual offices for workers who would like to rent office space locally in their community without having to travel to Manhattan for office space. The office space would be modeled after companies such as *WeWork* and *Regus* which have employed similar office space environments. The supermarket and the office space

would co-exist symbiotically as the workers would benefit from having a convenient place to buy food while the supermarket would benefit from the anticipated increased business.

The first floor would contain 25,587 gsf of floor area consisting of a 19,985 gsf new supermarket operated by *Paperific* with a dedicated pedestrian entrance and exit on 38th Street as well as an office lobby along the westernmost frontage on 38th Street. Two separate 18' curb cuts would allow access to the site along 37th Street, one on the western side to be used as a parking ramp leading to the cellar and the other on the eastern side to be used as a loading berth. A pedestrian entrance to the supermarket would be located along 37th Street as well. 35 bicycle spaces would be provided along the 37th Street frontage. The second through fifth floors would contain 82,024 zsf of open office space. Each office floor would contain terraces for outdoor use. The cellar would contain 63 parking spaces for office employees and supermarket shoppers. The Proposed Development complies with all C4-4A regulations.

The building would rise to a total building height of 63 feet. The first floor ceiling height would be 15 feet and remaining floors two through five would all be 12 feet high. The building would set back on both the 38th Street and 37th Street frontages starting at the third floor with 15 foot deep corner terraces, leaving approximately 60% of the street wall at each property line. At the fourth floor, the remaining 60% street wall would setback 15 feet. The fifth floor street wall along 38th Street would remain the same as the fourth floor while the fifth floor street wall along 37th Street would setback an additional 15 feet for a total of 30 feet beyond the property line and extend at that depth for the full 100 foot lot dimension along 37th Street. The building's façade would be comprised mostly of brick materials featuring large vertical picture windows with modern accents, which would blend harmoniously within the surrounding built context.

7. Actions Needed to Facilitate the Development

To facilitate the Proposed Development the following actions are required:

A. **Zoning Map Amendment**:

The Zoning Map Amendment seeks to rezone Block 5348 Lots 41, 42, 44-48, 118, 119, 49, 54, 15 and 17 from R6, M1-2 and M2-1 to C4-4A and Lots 55-66 from M2-1 to R6B. The lots being rezoned to C4-4A is meant to facilitate the Proposed Development while the lots being rezoned to R6B is meant for the zoning map to reflect the existing built context.

C4-4A Districts are commercial districts with an R7A residential equivalent that are typically mapped in regional commercial centers outside of central business districts. They permit medium density contextual buildings with residential, commercial and/or community facility uses. When newly mapped, C4-4A districts permit residential uses up to 4.6 FAR with MIH and up to 4.0 FAR for commercial and/or community facility uses. MIH buildings may rise to a base height between 40 and 75 feet with a maximum building height of 9 stories, 90 feet or 95 feet with a Qualifying Ground floor. Above the maximum base height, a 15 foot set back is required along narrow streets and a 10 foot setback is required along wide streets. Parking is required for 50% of market rate units and no parking is required for affordable units when in a Transit Zone.

However, for commercial buildings with a qualifying ground floor, the building may rise to a maximum building height of 8 stories, 85 feet and 80 feet without a qualifying ground floor. No parking is required for commercial uses in C4-4A districts.

The proposed C4-4A district is appropriate here. C4-4A districts permit both medium density commercial and residential uses. The underlying M1-2 and M2-1 zoning districts already permit commercial development but at lower FARs and without any height limits. The proposed district would facilitate contextual commercial development, thus keeping with the existing neighborhood character while improving the urban design of the area. Furthermore, as mentioned above, the immediate uses surrounding the Project Area are predominately residential, including the rowhouses along both the northern and southern sides of 38th Street between 14th and 15th Avenues as well as the 6-story multi-family residential building located immediately across the street on the eastern side of 15th Avenue. Therefore, mapping a mixed-use district here would maintain the existing neighborhood character whether a residential, commercial or mixed-use development were built.

Additionally, the allowable medium density buildings typically produced by C4-4A districts would be in context with the surrounding area. C4-4A districts permit at most 8-story commercial buildings or 9-story residential buildings when mapped with MIH. These heights are comparable to existing buildings within the immediate surrounding area including the 6-story, approximately 70 foot tall residential building at 3715 15th Avenue, located across the street from the Project Area, as well as the 6-story approximately 90 foot tall 440,000 sf *Brooklyn Square* office complex located along the northern side of 37th Street, diagonally across from the proposed Project Area. The C4-4A district would be appropriately mapped along 15th Avenue, an 80 foot wide corridor that could accommodate any allowable density and provide greater access to light and air.

Furthermore, the proposed office space together with *Brooklyn Square* would help cement a regional office hub for residents who want to work locally and not travel to Manhattan in a post-pandemic life. Recent trends are showing how the pandemic has reshaped the way people work and has diminished the dominance of the corporate workplace in traditional commercial centers such as Midtown Manhattan and the Financial District. Companies are beginning to relocate their offices to be closer to where employees live. The proposed district would help facilitate this goal by creating more office space near worker's homes and in turn would help revive the City's economy by bringing workers out of their homes and into local offices that are more-conveniently accessed. These office workers would help sustain local businesses, thus stimulating the local economy. The proposed C4-4A district would match the zoning map to what this proposal is endeavoring to create, a regional commercial hub.

C4-4A districts are also typically mapped near subway stations as regional commercial hubs need to be easy to access via public transit in order to maintain the vibrancy and activity that C4-4A districts are meant to promote. The proposed Project Area fits that model as it is located near several public transit options including the Ditmas Avenue F train station located only 0.3 miles to the southeast, the G and F train Church Avenue station located 0.4 miles to the northeast and multiple bus routes run along 14th Avenue one block to the west.

The proposed rezoning of the rowhomes on Lots 55-66 to R6B is also appropriate here. R6B districts are typical rowhouse districts that look to preserve the scale of harmonious streetscapes such as the one that already exists along this portion of 38th Street. They are contextual districts where Quality Housing building regulations are required. They permit a maximum basic FAR of 2.0 for residential and community facility uses and 2.2 FAR with MIH. The base height of a new building before setback must be between 30 and 45 feet and the maximum height is 50 feet without a qualifying ground floor and 55 feet for buildings outside the Manhattan Core with a qualifying ground floor. Therefore, buildings in R6B districts are typically three to five stories in height. Off-street parking is required for 50% of dwelling units and parking is reduced for affordable units outside the Transit Zone and waived for affordable units in the Transit Zone.

The underlying M2-1 district does not reflect the existing uses on the street as residential uses are not permitted as-of-right in M2-1 districts. Therefore, there is a disconnect between the zoning map and the as-built context. The proposed R6B district would resolve this disconnect as the existing rowhomes would become conforming uses in the proposed district. No future development of these rowhomes is expected to result from this zoning map change.

B. **Zoning Text Amendment**:

A zoning text amendment to Appendix F of the Zoning Resolution is requested to designate the proposed Project Area as a Mandatory Inclusionary Housing Area (MIH), which requires that permanently affordable housing be provided within new residential developments, enlargements and conversions from non-residential to residential use within the mapped MIH area. The proposed zoning text amendment to Appendix F would map MIH Options 1 and 2 over the Proposed Project Area. Option 1 requires that 25% of the residential floor area must be affordable for residents with incomes averaging 60% AMI, with a minimum of 10% of housing to be affordable at 40% AMI. Option 2 requires that 30% of the residential floor area must be affordable for residents with incomes averaging 80% AMI. However, because the Proposed Development does not include any new residential floor area, the Proposed Development is exempt from MIH requirements. In the event though that new residential floor area is ever developed on the zoning lot, permanently affordable housing would be required.

C. Special Permit Pursuant to Section ZR § 74-681

A special permit pursuant to ZR §74-681 is being sought. The action is required to permit development on or over "any portion of the right-of-way or yard where railroad or transit use has been permanently discontinued or terminated to be included in the lot area for such development or enlargement." This special permit is required because Lots 15 and 17, which front 37th Street, are beneath the former Culver Shuttle elevated transit line, and at ground level these lots were formerly occupied by the South Brooklyn Railroad, which ran freight operations along 37th Street between Fort Hamilton Parkway and McDonald Avenue in the Borough Park section of Brooklyn. Service in the elevated rapid transit line was terminated in 1975 and on the railroad

line in the early 1980s. The elevated structure for the Culver El shuttle was demolished in 1985 and the tracks for the railroad were paved over in the late 1980s. Following the demolition of the elevated structure the Transit Authority surrendered the right-of-way to Department of Citywide Administrative Services (DCAS). DCAS then disposed the subject property to NYCEDC in June 2003 via a disposition of City-owned property as discussed above (C 020442 PPK), which enabled these properties to be sold to private parties.

Without developing Lots 15 and 17, the Development Site would be too small to meet the applicant's needs of providing more robust services for its supermarket customers. Additionally, the lots would remain in their current state and thus not contribute towards improving the undeveloped, blighted condition which currently plagues this portion of 37th Street.

8. Conclusion

The proposed zoning map amendment to C4-4A would facilitate an enhanced supermarket and commercial office center for local residents and nearby workers to enjoy for years to come. The zoning map amendment to R6B would produce a zoning map that accurately reflects the existing built context. The proposed text amendment would bring much needed affordable housing to this part of Brooklyn in the event residential uses are ever contemplated, meeting a demonstrated city-wide need. The proposed special permit would help enliven and beautify the streetscape along 37th Street by facilitating new construction along sites that are no longer being used for transit purposes.