1550 Bedford Avenue Rezoning
Project ID No. 2026K0123

Project Description

August 28, 2026

1. Introduction

This is an application by Bedford Acquisition Partners LLC (the "Applicant") for the following actions (the "Proposed Actions") with respect to 1550 Bedford Avenue (Brooklyn Block 1266, Lot 36) (the "Development Site"), within Brooklyn Community District 9:

a. A zoning map amendment to rezone the Development Site from a C8-2 district to an R9A district with a C2-4 overlay; and

b. A zoning text amendment to Appendix F of the Zoning Resolution to designate the new R9A district as a Mandatory Inclusionary Housing ("MIH") area.

The Proposed Actions would allow construction of an approximately 173,184 square foot building containing residential use, including affordable housing subject to MIH, and neighborhood retail and service uses (the "Proposed Development").

2. Background

The Development Site is a 19,200-square-foot vacant site prominently situated at the intersection of Eastern Parkway and Bedford Avenue in Crown Heights, Brooklyn. It occupies the full block frontage of Bedford Avenue, a major north-south thoroughfare, between Eastern Parkway and Union Street, measuring approximately 192 feet, and it has approximately 100 feet of frontage on Eastern Parkway, an exceptionally wide east-west vehicular and pedestrian corridor that includes a central roadway with four lanes of traffic, landscaped pedestrian and bicycle pathways, and east- and westbound frontage roadways.

The Development Site is located within a predominantly residential neighborhood that includes a wide variety of local retail and service uses to meet the daily needs of residents, as well as significant cultural, educational, and recreational resources. These include the Brooklyn Museum, the Brooklyn Botanic Garden, Prospect Park and Medgar Evers College, all of which are within a short walk of the Development Site. The neighborhood is also very well-served by public transit, including multiple bus and subway lines, and the Development Site is on the same block as the Franklin Avenue-Medgar Evers College subway station, which provides access via express 4 and 5 train service to cultural and employment hubs in Downtown Brooklyn and Manhattan.

In 1961, a C8-2 commercial district was mapped at the Development Site and blocks to the north, east and south. This district permits a range of commercial uses, including

automotive-related uses, and reflects the auto-centric character of the area at the time of enactment of the Zoning Resolution. Residential uses and most community facility uses are not permitted. Consistent with current zoning controls, the Development Site was formerly improved with an automotive service station. In 2017, building permits were issued allowing redevelopment for hotel use, and foundations for the proposed hotel were subsequently constructed; however, the project was not completed, and the Development Site has since been sitting vacant.

There have been a number of recent zoning changes permitting increased residential and mixed-use development in the vicinity of the Development Site. In 2013, the Crown Heights West Rezoning (C 130213 ZMK) rezoned the C8-2 district that was mapped north of Eastern Parkway to an R7D residential district with a C2-4 overlay, allowing a higher density at the intersection of Bedford Avenue and Eastern Parkway than is permitted in adjacent R6A and R6B districts.

Four years later, in 2017, the Bedford-Union Armory Rezoning (C 170416 ZMK & N 170417 ZRK), an initiative by the New York City Economic Development Corporation, rezoned the majority of the block southeast of the Development Site from an R6 district to an R7-2 district, with a C2-4 commercial overlay on Bedford Avenue, and mapped an MIH area to facilitate a mixed-use project encompassing the historic armory building at 1555 Bedford Avenue. A concurrent special permit (C 170418 ZMK) allowed redevelopment of the majority of the block with commercial, community facility, and residential uses, including conversion of the armory building to its current use as the Major R. Owens Health & Wellness Community Center and construction of a predominantly residential building at the midblock, rising to a total height of approximately 163 feet.

Further south within the Crown Heights neighborhood, the 2018 Franklin Avenue Rezoning (C 180347 ZMK & N 180348 ZRK) mapped an R8X district along two and a half blocks on Franklin Avenue between Montgomery Street and President Street, encompassing the 33-story Tivoli Towers building developed in 1974 and allowing development of a new 17-story mixed-use building at 54 Crown Street. Six years later, in 2024, the 962-972 Franklin Avenue Rezoning (C 230356 ZMK & N 230357(A) ZRK) rezoned a portion of the block to the south of the 2018 Franklin Avenue Rezoning area from R6A to R7D, with a C2-4 overlay within 100 feet of Franklin Avenue, to facilitate the development of a 14-story mixed-use building with affordable housing subject to modified height and setback controls reflecting the site's adjacency to the Brooklyn Botanic Garden. In 2025, the 73-99 Empire Boulevard Rezoning (C 230309 ZMK & N 230310 ZRK) mapped a C4-4D (R8A equivalent) district over portions of a 1961 C8-2 district on Empire Boulevard to facilitate development of a 13-story mixed-use building.

In addition to the recent zoning changes allowing development with additional residential density in the vicinity of the Development Site, the Commission has approved neighborhood rezonings within Brooklyn as well as City-wide zoning changes that allow for additional residential density, in an effort to address the City's housing shortage. These zoning changes include the City of Yes for Housing Opportunity text amendment, adopted on December

5, 2024 (N 240290 ZRY), which generally increased permitted residential density and allowable building heights citywide for residential and mixed-use projects that provide affordable housing. Subsequently, in 2025, the Commission approved the Atlantic Avenue Mixed Use Plan ("AAMUP") rezoning (C 250014 ZMK, N 250015 ZRK & N 250217 ZRK) which allows for higher-density mixed-use development along a predominantly low-scale, 21-block area primarily along Atlantic Avenue, north of the Development Site. AAMUP included the mapping of R9A/M1-2A, R9A/M1-4A and C6-3A (R9A equivalent) districts along Atlantic Avenue, as the Commission determined that the density available within R9A and R9A-equivalent districts was appropriate for a 120-foot-wide, transit-accessible corridor in Brooklyn.

3. Description of the Surrounding Area

The Development Site occupies the western frontage of Bedford Avenue between Eastern Parkway and Union Street within Brooklyn Community District 9. The area within a 600-foot radius of the Development Site (the "Surrounding Area") is mapped within R6A, R6A/C1-3, R6B, R6, R6/C2-3, R7A/C2-4, R7-2, R7-2/C2-4, R7D, R7D/C2-4, and C8-2 districts.

a. Land Use

The Surrounding Area is characterized primarily by residential use, with a variety of commercial, community facility, and institutional uses. The residential uses in the Surrounding Area include a mix of one- to two-family houses, walk-up apartment buildings, and multi-family elevator buildings. A majority of the buildings along Eastern Parkway and on the midblocks of the streets within the Surrounding Area were constructed in the late 19th century and early 20th century following design and construction of Eastern Parkway. On the northern side of Eastern Parkway, at the midblock, there is a string of one- to two-family homes built in 1899. On the southern side of Eastern Parkway, there are larger apartment buildings built between 1910-1928, mostly between 4 to 6 stories. There are newer mixed-use buildings at the intersection of Eastern Parkway and Franklin Avenue, an 11-story mixed-use building at 409 Eastern Parkway, at the northeast corner of the intersection of Eastern Parkway and Bedford Avenue, and a 16-story mixed-use building at 1101 President Street, southeast of the Development Site, which was constructed as part of the Bedford-Union Armory project. South of the Surrounding Area are several residential and mixed-use buildings taller than 1101 President Street, including the 33-story Tivoli Towers building at 49 Crown Street and a 17-story mixed-use development at 54 Crown Street. To the west along Eastern Parkway, there are a number of taller residential and mixed-use buildings, including a 15-story building at 135 Eastern Parkway, a 12-story building at 41 Eastern Parkway, and a 15-story building at 1 Grand Army Plaza.

Community facility or institutional uses in the Surrounding Area include the Major R. Owens Health & Wellness Community Center, which includes a gym, public pool, community meeting space, and the Betty Carter Auditorium for the arts; the First Baptist Church of Crown Heights, located at the southwest corner of the intersection of Rogers Avenue and Eastern Parkway; and the Eben Ezer Haitian Baptist Church, located at the southwest corner of the intersection of Bedford Avenue and President Street, south of the Development Site. The

property east of the Development Site, across Bedford Avenue, is improved with a low-rise building formerly occupied by the W.E.B. DuBois Academic High School. Additional cultural resources located west of the Surrounding Area along Eastern Parkway include the Brooklyn Museum, New York's second-largest museum, and the Brooklyn Botanic Garden, which occupies 52 acres between Washington Avenue and Prospect Park.

Commercial uses include a two-story commercial building located north of the Development Site, at the northwest corner of the intersection of Bedford Avenue and Eastern Parkway; ground floor retail and service uses in mixed-use buildings; and, south of the Development Site across Union Street, a one-story building with open parking for a laundromat. Further south on the same block is the three-story Bedford Avenue Maintenance Shop for the Metropolitan Transportation Authority's Division of Facilities. Nearby commercial corridors along Franklin Avenue, one block west of the Development Site, and along Nostrand Avenue, two blocks east of the Development Site, include a variety of restaurants, shops, and neighborhood services within commercial and mixed-use buildings.

b. Zoning

The majority of the Surrounding Area is mapped within residential districts, with the exception of the C8-2 zoning district mapped over the Development Site and portions of the adjacent blocks to the east and south. The C8-2 district permits certain community facility uses at a floor area ratio ("FAR") of 4.8 and a variety of commercial uses, including office, local and "big box" retail and self-storage at up to 2.0 FAR. The permitted building envelope in the C8-2 district is governed by a sky exposure plane, rather than a height limit. The C8-2 district was established as an automotive-oriented district and has typically served as a transition between commercial and manufacturing uses. For many retail and service uses, one parking space is required for every 400 square feet of floor area. The high parking requirements and auto-focused character of the C8-2 district are unusual in an area otherwise mapped within residential districts.

The residential districts mapped in the vicinity of the Development Site are R6, R6A, R6B, R7A, R7D and R7-2 districts, with commercial overlay districts mapped along certain corridors. South of Eastern Parkway, much of the area is mapped in an R6 district, which is a general residential district that is widely mapped in built-up, medium density areas in Brooklyn. R6 regulations permit a maximum residential FAR of 3.9 with affordable housing subject to the Universal Affordability Preference ("UAP") and up to 4.8 FAR for community facility use. Permitted base heights are between 40 and 65 feet within 100 feet of a wide street and between 30 and 65 feet beyond 100 feet of a wide street, and the maximum building height is up to 95 feet, or 85 feet for buildings or building portions located more than 100 feet from a wide street.

R6A districts are mapped to the west of the R6 district, along Franklin Avenue south of Eastern Parkway; northwest of the Development Site, along the northern frontage of Eastern Parkway between Franklin Avenue and Bedford Avenue; and several blocks north on Bedford Avenue. R6A regulations permit a maximum residential FAR of 3.9, subject to UAP, and up to

3.0 FAR for community facility use. The minimum base height is 40 feet, the maximum base height is 65 feet, and the maximum building height is 95 feet.

R6B districts are mapped northwest of the Development Site between Lincoln Place and St. John's Place and northeast of the Development Site, extending along Eastern Parkway past Rogers Avenue. R6B regulations permit residential use up to 2.4 FAR, subject to UAP, and up to 2.0 FAR for community facility use. The base height may range between 30 to 45 feet and the maximum building height is 65 feet.

An R7A district is mapped along Franklin Avenue north of Eastern Parkway, to the northwest of the Development Site. R7A regulations permit residential use up to 5.01 FAR, subject to UAP, and up to 4.0 FAR for community facility use. The minimum base height is 40 feet, the maximum base height is 85 feet, and the maximum building height is 115 feet.

An R7D district is mapped at the northeast and northwest corners of the intersection of Bedford Avenue and Eastern Parkway, north of the Development Site, and extends to St. John's Place on the east side of Bedford Avenue. R7D regulations permit residential use up to 5.60 FAR, subject to UAP, and up to 4.66 FAR for community facility use. The base height may range between 60 to 95 feet and the maximum building height is 125 feet.

An R7-2 district is mapped over the majority of the block southeast of the Development Site. R7-2 regulations permit residential use up to 5.01 FAR, subject to UAP, and up to 4.0 FAR for community facility use. The minimum base height is 40 feet, the maximum base height is 85 feet, and the as-of-right maximum building height is 115 feet.[1]

The Surrounding Area is in the Outer Transit Zone, within which off-street accessory parking is not required for income-restricted dwelling units. For market-rate units in the R6, R6A, R6B and R7-2 districts, one parking space is required for every four dwelling units, with the requirement waived if 15 or fewer spaces would be required. In the R7A and R7D districts, parking spaces are required for 15% of market-rate dwelling units, with the requirement waived in the R7A district where 15 or fewer spaces would be required and in the R7D district where 25 or fewer spaces would be required.

Within the Surrounding Area, commercial overlay districts are mapped along Franklin Avenue (C1-3 south of Eastern Parkway, within an R6A district, and C2-4 north of Eastern Parkway, within the R7A district), on the blocks directly north and southeast of the Development Site (C2-4 within R7D and R7-2 districts, respectively), and at the southwest corner of the intersection of Eastern Parkway and Rogers Avenue (C2-3 within the R6 district). Permitted commercial uses, including local retail and service uses, are allowed at up to 2.0 FAR. Parking requirements vary based on the uses provided and are waived when the number of required spaces would be less than 25 in the C1-3 and C2-3 overlays or less than 40 in the C2-4 overlays.

[1] The R7-2 district was mapped as part of the Bedford-Union Armory Rezoning, and the concurrent special permit (C 170418 ZMK) waived height and setback controls, allowing construction of a midblock mixed-use building with a height of 163 feet.

In addition to the controls noted above with respect to each district, along Eastern Parkway, the permitted envelope of buildings is also governed by Section 18-112 of the NYC Administrative Code, which requires a 30-foot setback at grade.

c. Transportation

The Surrounding Area is very well-served by public transit. Access is available to the 2, 3, 4, and 5 subway lines at the Franklin Avenue-Medgar Evers College Station, located at the intersection of Eastern Parkway and Franklin Avenue, one block west of the Development Site. The 4 and 5 trains are express lines that provide convenient access to major cultural and employment centers in Downtown Brooklyn, Lower Manhattan, and Midtown Manhattan. Estimated travel times from the Development Site are less than 15 minutes to Downtown Brooklyn, less than 25 minutes to Lower Manhattan, and less than 40 minutes to Grand Central Terminal. The Franklin Avenue-Medgar Evers College Station also provides access to the Franklin Shuttle, from which riders can transfer to the A and C subway lines for alternative service into Downtown Brooklyn and the west side of Manhattan. Bus lines in the Surrounding Area include the B45 and B49 lines along Bedford and Rogers Avenues, as well as the B44 Select Bus Service line, which has stops on Rogers Avenue and Nostrand Avenue to the east of the Development Site. Citi Bike stations are located at the intersection of Bedford Avenue and Union Street and the intersection of Franklin Avenue and Eastern Parkway.

The Surrounding Area is also served by Eastern Parkway, a major east-west boulevard comprising a four-lane central roadway and two frontage roads separated by landscaped medians. These medians provide dedicated, protected pathways for pedestrians and bicycles on the north and south sides of Eastern Parkway. Although Eastern Parkway is a wide, multi-lane thoroughfare, it does not serve as a major freight corridor and is generally not used for heavy truck traffic, with associated noise and air pollution. As a result, Eastern Parkway provides a safer and healthier environment for pedestrians and residents than other major thoroughfares in Brooklyn.

d. Landmarks

Eastern Parkway is a scenic landmark designated by the Landmarks Preservation Commission ("LPC") in 1978 (LP-0998). The LPC's report notes that Eastern Parkway was designed to include a "shaded green ribbon" of tree-lined malls to meet the open-space needs of residents. The Surrounding Area does not contain any historic districts or individual landmarks designated by LPC.

e. Open Space

There is a significant amount of open space within the Surrounding Area including, within a 10-minute walk of the Development Site, the 1.36-acre Dr. Ronald McNair Park at Eastern Parkway and Washington Avenue and the 52-acre Brooklyn Botanic Garden. West of the

Brooklyn Botanic Garden is Prospect Park, a 526-acre park that contains a wide variety of recreational opportunities, including playgrounds, sports fields, a lake, meadows and woodland areas. In addition, the portion of Eastern Parkway that is adjacent to the Development Site, which extends approximately two miles from Grand Army Plaza and Prospect Park to Ralph Avenue, includes landscaped medians separating the main roadway from the two frontage roadways with pathways for pedestrians and cyclists, bench seating, and trees. Many buildings along Eastern Parkway also include landscaping or decorative elements within the required 30-foot setback pursuant to Section 18-112 of the NYC Administrative Code.

4. Description of the Development Site/Project Area

The Development Site is a 19,200 square-foot parcel with frontages on Eastern Parkway, Bedford Avenue and Union Street. Both Eastern Parkway and Bedford Avenue are wide streets, with Eastern Parkway having a mapped width of 210 feet and an effective width of 270 feet, taking into account the 30-foot at-grade setback required on each frontage under the NYC Administrative Code. Bedford Avenue has a width of 80 feet, and Union Street has a width of 70 feet. The Development Site consists of two "corner lot" portions with frontages of 100 feet on Eastern Parkway and Union Street, respectively, and it has 192 feet of total frontage on Bedford Avenue. As described above, the Development Site is very well-served by public transit, including express subway service to Downtown Brooklyn, Lower Manhattan and Midtown Manhattan on the same block as the Development Site.

The Development Site is coterminous with the Project Area and is currently mapped within a C8-2 district, in which a wide variety of commercial uses, including production and storage uses (including self-storage), amusement and recreation uses, and various retail and service uses, are permitted as-of-right. Residential use is not permitted, and only certain types of community facility uses, such as health care facilities, are permitted. In the C8-2 zoning district, there is a maximum commercial FAR of 2.0 and a maximum community facility FAR of 4.8, and the building envelope is governed by a sky exposure plane with no maximum height.

The Development Site was previously occupied by an automobile service station. In the late 2010s, foundation work for an approved hotel redevelopment was undertaken, but the project did not proceed, and the Development Site has since been vacant.

5. Description of the Proposed Development

The Applicant is seeking the Proposed Actions to facilitate construction of a new 18-story mixed-use, predominantly residential building containing up to approximately 173,184 square feet of floor area (9.02 FAR) (the "Proposed Development"). Of this, 158,512 square feet would be residential use with approximately 250 units, of which approximately 63-75 units would be affordable housing meeting MIH requirements. The residential lobby would be located on Eastern Parkway. The Proposed Development would also include approximately 14,672 square feet zoning floor area of ground floor non-residential uses, which are anticipated to be neighborhood retail and service uses, with entrances located primarily along the Bedford

Avenue frontage. No accessory parking is required based on the anticipated number of units proposed and no off-street parking is proposed.

The Proposed Development would be constructed within the permitted envelope for mixed-use buildings under R9A district regulations, which provides significant flexibility due to the corner-lot configuration of the Development Site. At the ground floor, the Proposed Development would be set back 30 feet from the street line of Eastern Parkway, maintaining the effective street width of 270 feet in this location, and would rise to a total height of up to 185 feet. Setbacks would be provided at or below a maximum base height of 135 feet, and dormers would be provided in certain locations above the base height, providing visual interest and appropriate variation of massing across the frontages of the Development Site.

6. Actions Necessary to Facilitate the Project

To facilitate the Proposed Development, the Applicant seeks an amendment to the Zoning Map to map an R9A district with a C2-4 overlay district, in place of the current C8-2 district, and an amendment to Appendix F of the Zoning Resolution to map the new R9A district as a Mandatory Inclusionary Housing area, Options 1 and 2.

(i) Zoning Map Amendment

The proposed zoning map amendment would replace the existing C8-2 district mapped at the Development Site in 1961 with an R9A zoning district and C2-4 commercial overlay. R9A district regulations allow residential use up to a maximum of 9.02 FAR (approximately 173,184 square feet) and maximum base and building heights of 135 and 185 feet, respectively. The proposed C2-4 overlay district would permit up to 2.0 FAR for commercial uses within the Proposed Development, allowing for appropriate retail and service uses along the Bedford Avenue commercial corridor. As the Development Site is in the Outer Transit Zone, parking is not required for MIH units, and parking requirements for standard residences and for commercial use are waived where 40 or fewer spaces are required, as would be the case with respect to the Proposed Development.

The current C8-2 district reflects a car-centric zoning framework from the early 1960s and is inconsistent with current uses in the neighborhood, which is predominantly residential. It is also inconsistent with current City zoning policy, which has prioritized addressing the urgent housing crisis by facilitating additional residential density, including affordable housing, in appropriate locations, taking into account factors such as access to open space, public transit and job opportunities. The Development Site is particularly well-suited for residential development due to its proximity to neighborhood services and amenities, including significant institutions such as the Brooklyn Museum and the Brooklyn Botanic Garden within a short walking distance; easy access to large public open spaces, including the Eastern Parkway greenways and Prospect Park; and convenient access to express subway service to Downtown Brooklyn, Lower Manhattan, and Midtown Manhattan. The proposed R9A district and C2-4 overlay would allow redevelopment of the Development Site with a significant amount of new

housing as well as local retail and service uses in a manner that is consistent with contemporary neighborhood land use and development patterns.

The density and bulk allowed under R9A district regulations are appropriate to the location of the Development Site at the intersection of Eastern Parkway and Bedford Avenue. The proposed R9A district would allow development at up to 9.02 FAR (approximately 173,184 square feet based on the lot area of the Development Site) with a total height of up to 185 feet. As noted above, Eastern Parkway is an exceptionally wide street, with a mapped width of 210 feet and an effective width of 270 feet. The development pattern along the Parkway, while characterized in part by low- to mid-rise residential buildings at the midblock, features significant variety at the intersections with north-south streets, including taller buildings to the west of the Development Site. The intersection of Eastern Parkway and Bedford Avenue, an 80-foot wide street, is well-suited to accommodate the scale of development allowed under R9A regulations, and the configuration of the Development Site as two corner lots results in a maximum zoning envelope that allows flexibility in massing the available floor area, including allowing for variations in height along the Union Street frontage.

The scale of residential development that would be facilitated by the proposed R9A district is consistent with that allowed by recent site-specific and neighborhood zoning changes in the vicinity. The Bedford-Union Armory Rezoning and associated special permit, for example, facilitated the development of 1101 President Street, southeast of the Development Site, as a 16-story, 163-foot tall mixed-use building at the midblock, fronting on two 70-foot wide narrow streets (including Union Street, on which the Development Site also fronts), and the Franklin Avenue Rezoning facilitated the development of the 17-story mixed-use building at 54 Crown Street, fronting on three 70-foot wide streets on a site southwest of the Development Site.

More recently, under AAMUP, the Commission approved the mapping of R9A density and bulk controls along a multi-block stretch of Atlantic Avenue—a street that, at 120 feet wide, is 90 feet narrower than the mapped width of Eastern Parkway—to spur new mixed-use development with affordable housing in an underdeveloped portion of Crown Heights. Similarly, the proposed amendment to the Zoning Map to place the Development Site in an R9A (C2-4 overlay) district will allow the construction of a significant number of new residences in an amenity-rich neighborhood with good access to public transit.

(ii) Zoning Text Amendment

The Applicant proposes an amendment to Appendix F of the Zoning Resolution to designate the R9A district as an MIH area under Options 1 and 2. Any development, enlargement or conversion to allow residential use would be required to comply with either of the following sets of affordability parameters:

- Option 1: 25% of residential floor area must be affordable housing units for residents with incomes averaging 60% AMI, with a minimum of 10% of housing to be affordable at 40% AMI.

- Option 2: 30% of residential floor area must be affordable housing units for residents with incomes averaging 80% AMI.

The proposed amendment to the Zoning Resolution will ensure that the development of new housing on the Development Site will include permanently affordable housing.

7. Conclusion

The Development Site is a long-vacant site in a prominent location in Crown Heights that is well-suited for residential development, due to access to open space, public transit and other neighborhood amenities, but current zoning does not allow residential use. Accordingly, the Applicant is seeking the Proposed Actions to change the current C8-2 zoning district to an R9A district with a C2-4 overlay and to map the R9A district as an MIH area, which would allow construction of the Proposed Development as a new, predominantly residential building containing streetscape-activating retail and service uses and approximately 250 new residences, of which approximately 63 to 75 units would be permanently affordable housing, depending on the MIH Option selected. The Proposed Actions are consistent with land use and development patterns in this part of Brooklyn and are consistent with the City's policy objectives of providing more housing, including affordable housing, in appropriate locations throughout the City.