1034-1042 Atlantic Avenue Rezoning
Community District 8, Brooklyn

74-533
Reduction of parking spaces to facilitate affordable housing

In all districts in the #Transit Zone#, the City Planning Commission may permit a waiver of, or a reduction in, the number of required #accessory# off-street parking spaces for #dwelling units# in a #development# or #enlargement# that includes at least 20 percent of all #dwelling units# as #income-restricted housing units# as defined in Section 12-10 (DEFINITIONS), provided the Commission finds that such waiver or reduction:

(a) will facilitate such #development# or #enlargement#. Such finding shall be made upon consultation with the Department of Housing Preservation and Development;

The proposed 1034-1042 Atlantic Avenue Development is a new seventeen-story plus cellar mixed residential, commercial and community facility building located at 1034-1042 Atlantic Avenue, Block 1125, Lots 29 and 33 (the "Development Site"). The development would contain approximately 210 dwelling units, including approximately 52-63 permanently affordable units (the "Proposed Development"). The Proposed Development would contain approximately 172,800 sq. ft. of zoning floor area (FAR of 7.2). The parking requirement for the proposed development pursuant to Zoning Resolution ("ZR") § 25-23 is for approximately 57-68 accessory off-street parking spaces based on the non-income-restricted units.

The applicant seeks a special permit pursuant to ZR § 74-533 to waive the required accessory off-street spaces for the non-income-restricted units at the proposed building at the Development Site. The applicant seeks a waiver to provide only 20 parking spaces. Without the proposed special permit, the required spaces would be both prohibitively costly and would reduce the number income-restricted dwelling units. The proposed waiver in parking significantly contributes to the financial feasibility of the project. It reduces the unnecessarily high cost of providing parking in a transit-accessible affordable housing development, allowing HPD subsidies to go further toward meeting the affordable housing goals established in the City's Housing New York: A Five-Borough, Ten-Year Plan.

Approximately 84.8% of dwelling units are rented in the Crown Heights North neighborhood[1]. According to the NYU Furman Center's Report: State of New York City's Housing and Neighborhoods in 2019, there are approximately 28.2% severely rent-burdened households, and 43.8% severely rent burdened low-income households located within Brooklyn Community District 8.[2] According to the U.S. Census Bureau, American Community Survey 2014-18 Five Year Estimates for Public Use Microdata Area (PUMA) 4006 (which approximates CD8), 42.9% percent of households spend 35 percent or more of their income on rent.[3] The proposed parking waiver would facilitate the development of housing at the Development Site that would be affordable to low, moderate- and middle-income New Yorkers, helping to reduce the number of rent burdened households.

Housing New York identifies underutilized parking lots as an opportunity to locate new housing. It states, "[i]n developments where unused or lightly used land exists, opportunities may be found to locate additional housing. These areas often include sites with large and underused parking lots." This proposal is directly in line with Housing New York and the goals of the Zoning for Quality and Affordability text amendment, as the Development Site is currently used as accessory parking.

(b) will not cause traffic congestion; and

[1] *See* Housing Profile for Crown Heights North 2014-2018 American Community Survey, https://popfactfinder.planning.nyc.gov/profile/737/housing
[2] *See* NYU Furman Center, State of New York City's Housing and Neighborhoods in 2019, https://furmancenter.org/neighborhoods/view/crown-heights-prospect-heights
[3] *See* Housing Profile for PUMA 4006 https://popfactfinder.planning.nyc.gov/profile/1225/housing

The proposed project would provide affordable housing to the neighborhood without causing traffic congestion, as the Development Site is located near public transportation and is surrounded by available on-street parking spots. The Franklin Avenue A and C subway stations are both located approximately 800 feet northeast of the Development Site, near the corner of Fulton Street and Franklin Avenue. In addition, the Atlantic Avenue transportation hub, including that Atlantic Terminal served by seven Long Island Rail Road lines (Babylon, Far Rockaway, Hempstead, Long Beach, Port Jefferson, Ronkonkoma, and West Hempstead) and the Atlantic Avenue Barclays Center Station served by ten NYC subway lines 2, 3, 4, 5, B, D, N, Q, R, and W lines located approximately one mile northwest of the Development Site. There are six bus lines accessible to users in the area. The B25 bus connects Downtown Brooklyn/Dumbo and Broadway Junction via Fulton Street and has stops two blocks north of the Development Site. The B26 bus connects Downtown Brooklyn and Ridgewood via Fulton and Halsey Streets and is located 3 blocks from the Development Site. The B45 bus runs between Downtown Brooklyn and Crown Heights along Washington Avenue and has stops located two blocks west of the Development Site. The B48 bus operates along Classon Avenue between Lefferts Gardens and Greenpoint, with a bus stop adjacent to the Development Site. The B49 bus operates between Manhattan Beach and Bedford-Stuyvesant and is located east of the Development Site. The B65 bus operates between Downtown Brooklyn and Crown Heights and has stops located to the southeast of the Development Site. Based on the low vehicle availability, minimal trip generation, and accessibility to public transportation as discussed below, the Environmental Assessment Statement ("EAS") prepared by Equity Environmental Engineering concluded that the proposed development would not cause traffic congestion.

The anticipated rates of automobile ownership for residents of the proposed project are minimal. According to the U.S. Census Bureau American Community Survey (ACS) 2014-2018 Five-Year Estimates. According to this survey, only 13.3% of workers ages 16 and older drive to work in PUMA 4006, while approximately 77.1% of workers either took public transportation or walked to work.[4] This percentage is much lower than the approximately 22.7% of Brooklyn residents who drive to work.

In accordance with the *2014 City Environmental Quality Review Technical Manual ("CEQR Technical Manual")*, the EAS was prepared and conservatively estimated the projected trips from the Reasonable Worst Case Development Scenario (RWCDS). The preliminary screening thresholds in the *CEQR Technical Manual* suggest that any project which generates 50 or more peak hour incremental vehicle trips through a single intersection in any given peak hour is likely to warrant a detailed traffic operations analysis. A preliminary transportation screening was performed for the proposed rezoning. The rezoning would facilitate the construction of a new residential building located at 1034- 1042 Atlantic Avenue (Lots 29 and 33), containing up to 210 dwelling units. For the purposes of this assessment, the Project Area (Development Site and additional lots to be rezoned) would include community facility space in the With-Action development. Trip generation factors were based on information from the *CEQR Technical Manual,* the 2016 *East New York Rezoning Proposal FEIS,* and the U.S. Census Data.

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

	Weekday
Auto	8.5%
Taxi	1.3%
Subway	77.9%
Bus	5.3%
Walk	7%
Total	100%

The surrounding streets providing access to the Development Site will be adequate to handle the minimal traffic generated. Streets in the surrounding area include Atlantic Avenue, a 120-foot

[4] *See* https://popfactfinder.planning.nyc.gov/profile/1225/economic?reliability=true

wide street with three eastbound and westbound lanes and two parking lanes. Classon Avenue is a narrow 70-foot wide northbound street, with one travel lane and two parking lanes. Pacific Street is a narrow 70-foot wide westbound street with one travel lane and two parking lanes. Grand Avenue is a southbound street with one travel lane and two parking lanes.

Entrances to the building will be located on both of the Atlantic Avenue and Pacific Street frontages. The entry to the parking lot will be located along Pacific Street. A 20-space accessory cellar level parking will be made available for the residents, accessible via a 10 ft curb cut at the Development Site.

The peak hour parking demand resulting from the Proposed Development would be 163 spaces during the 2:00 PM – 3:00 PM afternoon peak hour and 187 spaces for the overnight period. As noted below, this demand will be met by available on-street parking spots and a nearby private parking facility. The auto trips generated by the residential use were assigned to the surrounding roadway network. A Tier 2 trip assignment was warranted for the Proposed Development, as the peak hours would anticipate an incremental amount of more than 50 vehicular trips. The streets are relatively safe according to Vision Zero data. According to Crash Data, there have been no fatalities within the surrounding area in 2020.

(c) will not have undue adverse effects on residents, businesses or #community facilities# in the surrounding area, as applicable, including the availability of parking spaces for such #uses#.

The Draft Parking Study Memorandum prepared by Equity Environmental Engineering determined that, while utilization of on-street parking spaces is expected to increase due to the automobile trips generated by the proposed development, the additional parking demand would be met with available on-street parking. Specifically, the Travel Demand Forecast for inbound and outbound vehicle trips are *de minimis*. The addition of vehicles to the surrounding area is *de minimis* and would not cause undue adverse effects on the surrounding area.

As noted above, the Development Site is well served by public transportation with multiple options for subway and bus service. The Franklin Avenue A and C subway stations are both located approximately 800 feet northeast of the Development Site, near the corner of Fulton Street and Franklin Avenue. In addition, the Atlantic Avenue transportation hub, including that Atlantic Terminal and the Atlantic Avenue Barclays Center Station are located one mile northwest of the Development Site. There are six bus lines accessible to users in the area.

The Development Site would contain 20 accessory parking spaces. The proposed waiver of parking would not contribute to serious traffic congestion and may encourage the selection of other modes of transportation instead. The Proposed Development will provide a mixture of residential, commercial, and community facility uses. It is anticipated that there will be peak parking overnight for residential uses and mid-afternoon for commercial and community facilities, with reduced demand in the morning and weekend peak periods. An inventory of existing parking regulations within a ¼ mile (5-7 minute walk) of the Development Site was compiled from field surveys and on-line sources. Based on existing curbside parking regulations, there are approximately 2,075 legal curbside parking spaces within a ¼ mile of the Development Site. Based on data collected during a field survey conducted in November 2020, existing on-street parking within the overall parking study area is approximately 79% utilized during mid-afternoon periods and 97 percent in the evening periods. Approximately 418 on-street parking spaces are currently available within the study area during mid-afternoon period and 71 on-street parking spaces are available within the evening period. Additionally, there is one off-street public parking facility (Enterprise Washington Garage) that is generally filled at 50% during the weekday hours, which is typical occupancy rate according to the parking garage attendants.

The peak parking hour parking demand resulting from the Proposed Development would be 163 spaces during the afternoon peak period and 187 spaces for the overnight period. 20 parking spaces will be provided as part of the Proposed Development. The Propose Development would result in a parking utilization percentage increase of two percent in the afternoon peak period and three percent during the overnight peak periods. However, per the CEQR Technical Manual, this impact is not significant due to the many additional alternative modes of transportation near the Proposed

Development. The Development Site would be well-served by public transit and accessible by walking and bicycle from surrounding neighborhoods. It is anticipated that the majority of the residents would either walk, bike, or use public transit.

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