Project Description
46 Nelson Street Rezoning II
Community District 6, Brooklyn
November 2024

1. INTRODUCTION

46 Nelson LLC (the "Applicant") requests the following actions (the "Proposed Actions") with respect to Brooklyn Block 526, Lots 1, 13, 14, 15, 16, 17, 18, 19, 20, 22 and p/o 23, 29 and 31 within Brooklyn Community District 6 (the "Project Area"):

1. zoning map amendments to change: (1) an existing M1-1 zoning district to an M1-2A/R7A (MX-5) zoning district on Lot 1, and (2) an existing M1-1 district to an M1-2A/R6A (MX-5) zoning district on Lots 13, 14, 15, 16, 17, 18, 19, 20, 22 and p/o 23, 29 and 31[1]; and

2. a zoning text amendment of: (a) Zoning Resolution ("ZR") Article XII, Chapter 3 to add R6A and R7A pairings to the MX-5 Designated Residence Districts; and (b) ZR Appendix F: Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing Areas for Brooklyn Community District 6 to designate a Mandatory Inclusionary Housing ("MIH") Area with MIH Options 1 and 2 conterminous with the Project Area

The Proposed Actions will facilitate the development of a new six-story plus cellar mixed-use commercial and residential building (the "Proposed Development") at 46 Nelson Street (Block 526, Lot 1) (the "Development Site"). The Proposed Development, an approximately 89,600-square foot (4.48 FAR) building would have a total of 95 dwelling units, 42 car parking spaces on in the cellar level, ground floor commercial uses and residential uses above. The proposed 95 dwelling units would include approximately 24 permanently affordable residential units pursuant to MIH Option 1.

2. BACKGROUND

The Project Area is bound by Nelson Street to the north, Henry Street and Hamilton Avenue to the east, Huntington Street to the south and Hicks Street to the west. The Project Area is comprised of Block 526, Lots 1, 13, 14, 15, 16, 17, 18, 19, 20, 22 and p/o 23, 29 and 31, and is located fully within the existing M1-1 zoning district. The Development Site consists of Block 526, Lot 1 only and has a lot area of 20,000 square feet.

The Development Site has not been subject to any recent zoning map amendments. The current M1-1 zoning district has existed since 1961.

In 2001, a new Special Mixed-Use District (MX-5) was established within an area bounded by a line midway between Coffey Street and Van Dyke Street, Van Brunt Street and its southwesterly prolongation, the U.S. Pierhead Line of Upper Bay, and Conover Street and its southwesterly prolongation under the Red hook Stores between Conover Street and Van Brunt Street under the Red Hook Stores Rezoning (C 020047 ZMK, effective January 30, 2002). The Red Hook Stores Rezoning rezoned an M1-1 district to an M1-1/R5 district and an M3-1 district to an M1-1/R5 zoning district. The instant proposal seeks to expand the existing MX-5 Special Mixed-Use District.

In 2002, Block 523, located approximately 0.1 miles west of the Project Area, was rezoned as part of the Harbor Tech-5 Delevan Rezoning (C 000539 ZMK, effective March 25, 2002). The block was rezoned from an M1-1 zoning district to an R6 zoning district to permit residential redevelopment.

[1] 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 and R7A districts would allow up to 5.01 FAR and a maximum height of 115 feet. Parking would no longer be required, but the applicant intends to voluntarily provide 42 parking spaces.

In 2009, a large portion of the Carroll Gardens neighborhood to the northeast of the Project Area was rezoned as part of the Carroll Gardens and Columbia Street Rezoning (C 090462 ZMK, effective October 28, 2009). The Carroll Gardens and Columbia Street Rezoning established contextual zoning districts over approximately 89 blocks from R6 to R6B, R6A, and R7A zoning districts. The rezoning included neighborhoods characterized by three- and four- story row houses and four- and five- story multi-family apartment buildings. The rezoning permitted new development and modest expansions at a height and scale consistent with the built context of the neighborhood by supporting and promoting local retail corridors and seeking to protect the neighborhood's residential character.

Recently, on April 18, 2024, a property on Richards Street between Seabring Street and Commerce Street was rezoned from an M1-1 zoning district to an M1-5 zoning district as part of the 41 Richard Street Rezoning (C 230051 ZMK, effective April 18, 2024). The zoning map amendment will facilitate the development of a new 7-story mixed-use development containing light manufacturing uses, offices, and commercial retail.

On October 3, 2024, the 150 Mill Street Rezoning (C 220080 ZMK) was approved. The application sought a zoning map amendment to change an M1-1 zoning district to an M1-5 zoning district to facilitate the development of a new 10-story mixed-use development containing light manufacturing uses, offices, and community facility space.

On July 20, 2023, the New York City Department of Transportation, New York City Department of Design and Construction, the New York City Department of Citywide Administrative Services, and the New York City Department of Parks and Recreation filed an application under ULURP Nos.: C 240035 MMK, and C 240036 PQK to regrade and elevate several streets are part of a neighborhood-wide flood resiliency project in Red Hook. The Red Hook Resiliency Project aims to address coastal storm flooding vulnerability along segments of Brooklyn's Red Hook waterfront by implementing a flood protection system that reduces flooding risks and improves neighborhood access.

3. DESCRIPTION OF THE SURROUNDING AREA

The area within 600 feet of the Project Area (the "Surrounding Area") is comprised mostly by the Red Hook neighborhood located southwest of the Gowanus Expressway and the Carroll Gardens neighborhood located northeast of the Gowanus Expressway. The Surrounding Area is located in Brooklyn Community District 6.

Land Use.

As described below, land uses in the Surrounding Area include a range of low- and medium-rise buildings, residential buildings, community facility space, local retail, commercial office buildings, warehouse, and utility/transportation space.

Residential 1- and 2-family and multi-family buildings are located generally throughout the surrounding area. The Red Hook East and Red Hook West public housing complexes are located south of the Project Area, and are bounded by West 9th Street, Lorraine Street, Dwight Street and Clinton Street. There are several manufacturing buildings located in the surrounding area including, auto, sheet metal, film production businesses. There is a supermarket located two blocks south of the Project Area and a couple of fast-food shops on Hicks Street and Columbia Street. The Red Hook Initiative, a community based nonprofit organization, is located just south of the Project Area on Block 535. The Summit Academy Charter School and the Red Hook Neighborhood School, PS 676 are located just west of the Project Area on Block 525, the PAVE Academy Charter School is located two blocks south of the Project Area on Block 539, and The Brooklyn New School, PS 146 and Brooklyn Collaborative Studies schools are located just north of the Expressway on Block 369. There are also houses of worship located in the surrounding area. The Coffey Park is located two blocks west of the Project Area. The Red Hook branch of the Brooklyn Public Library is located 0.4 miles south of the Project Area. The library is undergoing a comprehensive interior and exterior renovation that is expected to be complete in 2025.

Transportation and Accessibility.

The Surrounding Area includes several major thoroughfares: (1) the Gowanus Expressway, which runs north-south and provides access to south Brooklyn, Manhattan, the Brooklyn-Queens Expressway and the Prospect Expressway; (2) Hamilton Avenue, which similarly runs north-south below the Gowanus Expressway and provides access to south Brooklyn and entry/exist for the expressway above; and (2) Columbia Street, which runs north-south and provides access to southern Red Hook, Carroll Gardens, Cobble Hill, Brooklyn Heights and Atlantic Avenue to the north.

The Surrounding Area is well-served by mass transit. The Project Area is within one-half mile from the Smith/9th street MTA subway stations serving the F and G train lines and approximately approximately 0.3 miles from the B57 and B61 bus stop at Mill and Clinton Streets and approximately 0.4 miles from the Van Brunt Street and Verona Street B62 bus stop.

Open Space.

At the easternmost limits of the Surrounding Area is the Admiral Triangle open space (bounded by Hamilton Avenue, Nelson Street and Clinton Street). Admiral Triangle is and approximately 10,900-square foot triangle lot with a modest playground and benches. Except for Admiral Triangle, there is no other designated open space located within the Surrounding Area.

There are several parks and open spaces just outside of the Surrounding Area. Coffey Park, on Block 532 and just west of the Surrounding Area, is approximately 352,800 square foot lot and contains a playground, handball courts and picnic area. DiMattina Playground and dog run is located just north of the Surrounding Area and Gowanus Expressway. Lastly, just south of the major Red Hook East and Red Hook West public housing complexes is the Red Hook Recreation Area. The Red Hook Recreation spans approximately nine separate blocks and is approximately 58.5 acres in size. The park contains various sports courts, a playground, an Olympic-size pool, a running track, a recreation center with workout equipment. The Red Hook Recreation Area is just 0.3 miles south of the Project Area, an approximately 7-minute walk.

Zoning.

Zoning in the Surrounding Area is comprised of a mixture of manufacturing and residential districts. Zoning districts within the Surrounding Area include: M1-1, R5, R5/C1-2, R5/C2-3 R6 and R6B.

The subject block is located entirely in an M1-1 zoning district. The M1-1 zoning district extends just one block south (Block 535) and is bounded by West 9th Street at its southern limit and Henry Street to the east. The district generally extends north of the subject block, bounded by Van Brunt and Columbia streets to the west, and through the Carroll Gardens and Cobble Hill neighborhoods. M1-1 zoning districts permit light industrial uses, such as woodworking shops, repair shops, wholesale service, storage facilities, limited community facility uses, and commercial uses. Residential use is not permitted in M1-1 zoning districts. The maximum FAR for permitted manufacturing and commercial uses within the M1-1 zoning district is 1.0 and 2.4 for permitted community facility uses. Off-street parking is required for manufacturing and commercial uses, and for most uses is calculated based on the amount of floor area. In M1-1 zoning districts, the off-street parking requirement may be waived if fewer than fifteen spaces are required.

South, west and east of the Project Area, generally along Columbia Street, Nelson Street, Hicks Street, West 9 Street, Henry Street and Hamilton Avenue, the zoning districts are R5, R5/C1-2 and R5/C2-3. Northeast of the Project Area is zoned primarily R6B. There is a small sliver of an R6 zoning district located west of the Project Area along Columbia and Dwight streets.

R5 zoning districts typically produce three-and four-story attached houses and small apartment houses at maximum FAR of 1.25. R5 districts have a height limit of 40 feet and provide a transition between lower- and higher-density neighborhoods. The maximum street wall height of a new building is 30 feet, and the maximum building height is 40 feet. Above 30 feet, a setback of 15 feet is required from the street wall of the building and any portion of the building that exceeds a height of 33 feet must be set back from a rear or side yard line. Detached houses must have two

side yards that total at least 13 feet, each with a minimum width of 5 feet. Semi-detached houses need one 8-foot-wide side yard. Apartment houses need two side yards, each at least 8 feet wide. Front yards must be 10 feet deep or, if deeper, a minimum of 18 feet to prevent cars parked on-site from protruding onto the sidewalk. Cars may park in the side or rear yard, in the garage or in the front yard within the side lot ribbon. Parking is also allowed within the front yard when the lot is wider than 35 feet. Off-street parking is required for 85% of the dwelling units in the building, but requirements are lower for income-restricted housing (IRHU) units and are further modified within the Transit Zone.

R6 districts are residential districts which are widely mapped in built-up, medium-density areas. Developers can choose between two sets of bulk regulations. Height factor regulations, introduced in 1961, typically produce small multi-family buildings on small zoning lots and, on larger lots, tall buildings that are set back from the street. Quality Housing regulations, introduced in 1987, typically produce high lot coverage buildings within height limits that often reflect the scale of older, pre-1961 apartment buildings in the neighborhood. Buildings developed pursuant to height factor regulations are often tall buildings set back from the street and surrounded by open space and on-site parking. The FAR in R6 districts range from 0.78 (for a single-story building) to 2.43 at a typical height of 13 stories. There are no height limits for height factor buildings, although they must be set within a sky exposure plane which begins at a height of 60 feet above the street line and then slopes inward over the zoning lot. Off-street parking is required for 70% of a building's dwelling units or can be waived if five or fewer spaces are required, but requirements are lower for IRHU and are further modified within the Transit Zone or for lots less than 10,000 square feet. The Quality Housing regulations produce lower, high lot coverage buildings set at or near the street line. For buildings on or within 100 feet of a wide street, the maximum FAR is 3.0 or 3.6 with Inclusionary Housing, the maximum base height before setback is 65 feet with a maximum building height of 70 feet (75 feet with QGF) or 115 feet with Inclusionary Housing. On a narrow street, the maximum FAR is 2.2 or 2.42 with Inclusionary Housing, the maximum base height before setback is 45 feet or 65 feet with Inclusionary Housing with a maximum building height of 55 feet or 115 feet with Inclusionary Housing. Off-street parking is required for 50% of a building's dwelling units or can be waived if five or fewer spaces are required, but requirements are lower for IRHU and are further modified within the Transit Zone or for lots less than 10,000 square feet.

R6B districts reflect more traditional four- to five-story scale of row houses, often preserving the scale and streetscape of neighborhoods. Many of these rowhouses are set back from the street with stoops and small front yards. R6B districts allow a maximum FAR of 2.0 or 2.2 with inclusionary housing. The base height of a new building before setback must be between 30 and 40 feet and maximum height is 50 feet (the maximum base and building heights may increase by 5 feet for buildings providing a qualifying ground floor).

C1 and C2 commercial overlays mapped within residential districts are mapped along streets that serve local retail needs and are found throughout lower- and medium-density areas. Typical retail uses include grocery stores, restaurants and beauty salons. C2 districts permit a slightly wider range of uses such as light manufacturing, indoor agriculture, and banquet halls with size limitations. Commercial uses are limited to one or two floors and must always be located below the residential use within mixed-use buildings. When mapped together with an R5 district, the maximum commercial FAR is 1.0 and commercial buildings are subject to commercial bulk regulations.

Other Zoning Designations and Policies.

The entirety of the Project Area and Surrounding Area is located within the Transit Zone, where special lower accessory parking requirements apply for various types of income-restricted housing.

The entirety of the Project Area and a portion of the Surrounding Area west of Hamilton Avenue is located within the Coastal Boundary Zone and where land use proposals are subject to additional review under the Waterfront Revitalization Program.

The entirety of the Project Area and Surrounding Area is located within the FRESH Zone, where certain discretionary tax incentives are available.

4. DESCRIPTION OF THE PROJECT AREA.

The Project Area consists of Block 526, Lots 1, 13, 14, 15, 16, 17, 18, 19, 20, 22 and p/o 23, 29 and 31. The Project Area is bound by Nelson Street to the north, Henry Street and Hamilton Avenue to the east, Huntington Street to the south and Hicks Street to the west. The Project Area fronts on Nelson and Huntington streets (both 50-foot-wide streets) and Hicks Street (a 60-foot wide street).

The Proposed Project Area is approximately 43,441 square feet and is improved as follows:

46 Nelson Street (Block 526, Lot 1), the Development Site, is a 20,000-square foot corner lot with frontages on Nelson Street, Hicks Street, and Huntington Street. The lot is currently improved with a 1-story, approximately 15,385 sq. ft. (0.77 FAR) manufacturing/equipment supplier building constructed in 1964.

56 Nelson Street (Block 526, Lot 13) is a 2,233-square foot rectangular lot fronting Nelson Street and is improved with a 2-story, approximately 2,233 sq. ft. (1.0 FAR) building which is used as a coffee roaster. The building was constructed in 2009.

58 Nelson Street (Block 526, Lot 14) is a 2,233-square foot rectangular lot fronting Nelson Street and is improved with a 2-story, approximately 2,233 sq. ft. (1.0 FAR) moving company. The building was constructed in 2009.

60 Nelson Street (Block 526, Lot 15) is a 2,233-square foot rectangular lot fronting Nelson Street and is improved with a 4-story, approximately 6,540 sq. ft. (2.93 FAR) multi-family walk-up building constructed in 1920 and altered in 1997.

62 Nelson Street (Block 526, Lot 16) is a 1,567-square foot rectangular lot fronting Nelson Street and is improved with a 3-story, approximately 2,583 sq. ft. (1.65 FAR) multi-family walk-up building constructed in 1899.

64 Nelson Street (Block 526, Lot 17) is a 1,652-square foot rectangular lot fronting Nelson Street and is improved with a 3-story, approximately 2,250 sq. ft. (1.38 FAR) multi-family walk-up building constructed in 1899 and improved in 2004.

Block 526, Lot 18 is a 167-square foot rectangular sliver of vacant land fronting Nelson Street.

66 Nelson Street (Block 526, Lot 19) is a 2,550-square foot rectangular lot fronting Nelson Street and is improved with a 4-story, approximately 5,100 sq. ft. (2.0 FAR) multi-family walk-up building constructed in 1925 and improved in 1982.

68 Nelson Street (Block 526, Lot 20) is a 4,950-square foot rectangular lot fronting Nelson Street and is improved with a 4-story, approximately 10,200 sq. ft. (2.06 FAR) multi-family walk-up building constructed in 1931 and altered in 1989 and 1999.

72 Nelson Street (Block 526, Lot 22) is a 2,375-square foot irregularly shaped lot fronting Nelson Street and is improved with a 4-story, approximately 5,100 sq. ft. (2.14 FAR) multi-family walk-up building constructed in 1920.

74 Nelson Street (Block 526, p/o Lot 23) is an 1,875-square foot rectangular lot fronting Nelson Street and is improved with a 4-story, approximately 5,100 sq. ft. (2.72 FAR) multi-family walk-up building constructed in 1931 and improved in 1988. Approximately 1,538 square feet of Lot 23 is within the Project Area.

692 Henry Street (Block 526, p/o Lot 29) is a 2,388-square foot rectangular lot fronting Henry Street and is improved with a 4-story, approximately 5,000 sq. ft. (2.09 FAR) multi-family walk-up building constructed in 1928. The rear portion of this lot is located within the Project Area.

696 Henry Street (Block 526, p/o Lot 31) is a 23,650-square foot rectangular lot with frontages along Henry Street, and mostly Huntington Street. The lot is improved with a 2-story, approximately 28,627 sq. ft. (1.21 FAR) electric manufacturing building constructed in 1985. A portion of the lot, within the interior portion of the block, would be located in the Project Area.

5. DESCRIPTION OF THE DEVELOPMENT SITE.

The Development Site consists of 46 Nelson Street (Block 526, Lot 1). Lot 1 is a 20,000-square foot corner lot with frontages on Nelson Street, Hicks Street, and Huntington Street. The lot is currently improved with a 1-story, approximately 15,385 sq ft. (0.77 FAR) manufacturing/equipment supplier building constructed in 1964. The lot is Applicant-owned.

6. DESCRIPTION OF THE PROPOSED DEVELOPMENT.

The Proposed Development at the Development Site is a new mixed-use residential and commercial building at 46 Nelson Street (Block 526, Lot 1). The proposed 6-story plus cellar, approximately 89,600-square foot (4.48 FAR) building would have a total of 95 dwelling units, 42 parking spaces and 36 bicycle parking spaces in the cellar level, flexible ground floor commercial space (17,188 sq. ft.), and residential use on the 2nd through 6 floors (19 units per floor, 72,000 sq, ft,).The proposed building would rise to a total height of 66 feet. A terrace would be located above the first floor. The proposed 95 residential units would include approximately 24 permanently affordable residential units under MIH Option 1.

7. ACTIONS NECESSARY TO FACILITATE THE PROJECT

The Applicant proposes the following actions with respect to the Project Area:

1. Zoning map amendments to change: (1) an existing M1-1 zoning district to an M1-2A/R7A (MX-5) zoning district on Block 526, Lot 1, and (2) an existing M1-1 district to an M1-2A/R6A (MX-5) zoning district on Block 526, Lots 13, 14, 15, 16, 17, 18, 19, 20, 22 and p/o 23, 29, and 31; and
2. A zoning text amendment of: (a) Zoning Resolution ("ZR") Article XII, Chapter 3 to add R6A and R7A pairings to the MX-5 Designated Residence Districts; and (b) ZR Appendix F: Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing Areas for Brooklyn Community District 6 to designate a Mandatory Inclusionary Housing ("MIH") Area with MIH Options 1 and 2 conterminous with the Project Area

<u>Zoning Map Amendment to rezone a portion of Block 526 from an M1-1 zoning district to M1-2A/R7A (MX-5) and M1-2A/R6A (MX-5) zoning districts.</u>

The Proposed Development requires an amendment to Zoning Map 16a to rezone the Rezoning Area which is currently zoned M1-1. The applicant proposes to rezone the M1-1 zoning district to M1-2A/R7A (MX-5) and M1-2A/R6A (MX-5) zoning districts. The boundary for the proposed M1-2A/R6A zoning will extend west along Nelson Street, with a 70-foot offset from Henry Street and at the centerline of the subject block. The boundary for the proposed M1-2A/R7A will be conterminous with Lot 1, the Development Site, only.

The proposed zoning map amendment will permit a greater density that will be more consistent with the character of the neighborhood. The entirety of Block 526 is currently zoned M1-1 and has been zoned M1-1 since 1961 even though the majority (approximately 195 feet) of the Nelson Street frontage has continually been occupied by entirely residential buildings. The remainder of the rezoning area is occupied by two - approximately 22-foot-wide - carriage house-type buildings occupied by a coffee business and a 1-story and open yard pipe storage facility. Three small lots at the northeastern corner of the block would not be included. These lots are occupied by open vehicle parking and, more importantly, face directly on the intersection of Henry Street and the heavily-trafficked Hamilton Avenue and are in the shadow of the Gowanus Expressway.

The proposed rezoning would recognize and make conforming the existing non-conforming residences along Nelson Street and add compatible residential uses at the western end of the block where two streets – Hicks and Nelson – intersect. The future mixed commercial and residential

building within the proposed M1-2A/R7A district would be located directly across from the Summit Academy Charter School and the Red Hook Neighborhood School, PS 676.

Additionally, the Rezoning Area is an appropriate location for residential development at the proposed density due to its proximity to transit and other nearby commercial and institutional uses. As noted above, the Project Area is located within one-half mile from the Smith/9th Street MTA subway station serving the F and G trains and approximately 0.3 miles from the B57 and B61 bus stop at Mill and Clinton Streets and approximately 0.4 miles from the Van Brunt Street and Verona Street B62 bus stop. The Red Hook branch of the Brooklyn Public Library is about 2,300 feet away.

The increase in density from an M1-1 zoning district to M1-2A/R7A and M1-2A/R6A zoning districts will facilitate the development of greatly needed affordable housing in Community District 6. At this density, the applicant will be able to construct 95 new housing units, of which approximately 24 units would be permanently affordable. These units will be subject to a regulatory agreement with HPD which will require that these units remain permanently affordable. The Proposed Development will further the goals of the City's Housing Our Neighbors: A Blueprint for Housing and Homelessness, which include: (1) accelerating and increasing capacity for new housing supply citywide, (2) increasing access to transit and amenities for low-income New Yorkers, and (3) meeting the housing needs for seniors and people with disabilities. The existing M1-1 zoning district does not allow for the development of residential development on the Development Site, nor does it require the development of affordable housing units pursuant to MIH.

According to the 2020 Decennial Census ACS Profile, total population in the neighborhood (Carroll Gardens – Cobble Hill- Gowanus- Red Hook) grew by 10% in the past ten years. While the population has grown, there has been a decrease in housing stock. According to the 2020 Census, there is a 3.6% vacancy rate of apartments within Community District 6. The proposed development would add 95 new housing units to help meet area demand. Additionally, approximately 24 affordable housing units would be added in a neighborhood where the cost of housing has been rising rapidly. According to the Furman Center's State of New York City's Housing and Neighborhoods in 2022, median monthly rent in Community District 6 has risen from $1,950 in the year 2006 to $2,730 in 2022, as the demand for housing has placed upward pressure on the supply of housing.

The proposed project is consistent with the City's goals to affirmatively further fair housing by developing approximately 95 new dwelling units, including 24 income restricted units. The proposed project would develop accessible, equitable housing opportunities for residents with varying income levels.

Zoning Text Amendment to ZR Appendix F: Inclusionary Housing Designated Areas and Mandatory Inclusionary Housing Areas for Community District 6 and a Modification to ZR 123-63.

The Applicant seeks to amend the boundaries of the Mandatory Inclusionary Housing Designated Areas map in Appendix F of the Zoning Resolution, under Zoning Map 16a. Brooklyn Community District 6, to designate the Rezoning Area for both MIH Options 1 and 2. Accordingly, a portion of the new dwelling units in the Proposed Developments will be permanently affordable MIH units. The Applicant proposes mapping MIH Option 1 and Option 2 within the Project Area to provide maximum flexibility. MIH Option 1 requires an affordable housing set aside of 25 percent of the residential floor area at an average of 60 percent of AMI, with 10 percent at 40 percent AMI. MIH Option 2 requires an affordable housing set aside of 30 percent of the residential floor area at an average of 80 percent AMI. The applicant intends to provide a 25% affordable building and intends to utilize Option 1 for the Proposed Development. The applicant will seek additional input from Brooklyn Community Board 6 and the Council Member regarding the level of affordability for the Proposed Development. The proposed affordable housing set asides would ensure that development within the Project Area would address the critical need for new affordable housing in Brooklyn Community District 6. The proposed MIH Area would address the City's Housing Our Neighbors: A Blueprint for Housing and Homelessness goals by increasing affordable housing

to help ensure the community remains economically diverse in the face of increasing pressure for market-rate development. Furthermore, new housing is a critical need in Brooklyn Community District 6. According to the U.S. Census Bureau, ACS 2016-2020 Five Year Estimates for Community District 6, approximately 38.1% of households spend 30 percent or more of their income on rent, of which 16.5% spend 50 percent or more of their income on rent.[2]

A zoning text amendment would also be required to map the new MX district within MX-5. The text amendment will enable the proposed zoning districts to be mapped within the Special Mixed-Use District.

8. CONCLUSION

As discussed above, the Applicant proposes a series of land use actions to facilitate the development of a new 6-story mixed-use residential and commercial building within Brooklyn Community District 6. The Proposed Development will further enhance and integrate the transitional and mixed-use nature of the neighborhood, improve the streetscape and provide a more sustainable, transit-oriented development by creating approximately 95 new residential dwelling units of which 24 are proposed to be permanently affordable. The proposed rezoning would provide increased opportunities for housing development on an underutilized lot, including MIH and non-residential use. The MIH Program ensures that new development within the Project Area would address the need for housing that serves low-income levels. These actions would be consistent with the City's goals of strengthening neighborhoods, expanding housing, including affordable housing and employment in transit accessible areas while respecting the character of the surrounding residential communities

[2] *See* https://popfactfinder.planning.nyc.gov/explorer/ntas/BK0601?acsTopics=%2ChousgrossRentAsAPercentageOfHouseholdIncomeGrapi&source=acs-current