1900 SHORE PARKWAY REZONING
February 2026

1. INTRODUCTION

The applicant, 1900 Acquisition LLC (the "Applicant"), seeks a zoning map amendment to rezone 1900 Shore Parkway, Block 6943, p/o Tax Lots 163, 242 and 427 (the "Project Area"), in the Gravesend neighborhood of Brooklyn Community District 11. The proposed rezoning would extend the existing M1-1 zoning district by 25'-1" to the southern property line of Lots 163, 242 and 427 currently zoned as R4 and C3 zoning districts. The proposed zoning map amendment and expansion of the existing M1-1 zoning district serves as a corrective rezoning and will allow the Applicant to provide a more efficient and safer site plan for a planned as-of-right distribution facility on one zoning lot, consisting of Block 6943, Tax Lots 162, 163, 130, 242 and 427 (the "Development Site").

2. BACKGROUND

The Development Site has been mapped M1-1, R4, and C3 since 1961.

3. DESCRIPTION OF THE SURROUNDING AREA

Zoning
The area within a 600-foot radius of the Project Area (the "Surrounding Area") is zoned M1-1, M3-1, C3, R4, R5 and R6.

The Development Site is located partially within an M1-1 zoning district. The existing M1-1 zoning district is mapped to the west of Shore Parkway between Bay 41st Street and the former 26th Avenue. M1-1 districts are low-density manufacturing zoning districts that allow commercial and light manufacturing uses. The M1-1 zoning district has a floor area ratio ("FAR") of 1.0 for industrial and commercial uses and 2.4 for community facility uses. M1-1 districts have a base height limit of 30 ft., above which a structure must fit within a sloping sky exposure plane. One parking space is generally required for every 300 sq. ft. of commercial use and for every 1,000 sq. ft. of industrial use. No new residential uses are permitted. Permitted land uses include vacant land, open storage, parking garages, warehousing and distribution, building supply and various light industrial uses, gas stations and automotive repair businesses, self-storage, commercial offices, hotels, retail, non-conforming residential uses, and fitness facilities.

An M3-1 zoning district is located directly north of the Project Area, west of Shore Parkway and east of Gravesend Bay. M3-1 is a non-contextual heavy manufacturing district, designed to accommodate the essential heavy industrial uses. The district allows all types of retail and commercial uses, general service uses, and manufacturing uses while residential and community facility uses are not permitted. M3-1 districts permit a maximum commercial and manufacturing

FAR of 2.0. M3-1 districts permit a maximum height of the front wall of 60 ft. or four stories within the permissible initial setback distance, before sky exposure plane regulations apply to the overall height. The initial setback distance on narrow streets and wide streets are 20 and 15 ft., respectively. Alternatively, when an open area is provided along the full length of the front lot line, with a depth of 15 ft. on narrow streets and 10 ft. along the wide streets, the alternate sky exposure plane regulations shall apply

The Development Site is located partially within a C3 zoning district. C3 zoning districts permit waterfront recreational activities (primarily boating and fishing) in areas along the waterfront that are usually adjacent to residential districts. The permitted facilities include docking, renting, servicing, and storing fishing and leisure boats. The permitted activities include aquatic sports equipment sales and rentals, bicycle shops, ice cream stores and public and private beaches. C3 districts also permit residences and community facilities. The commercial FAR permitted is 0.5 FAR and the community facility FAR is 1.0. Commercial buildings can be no more than two stories or 30 ft. high, whichever is less. Residential developments in C3 districts are governed by R3-2 district regulations. Parking regulations vary based on use.

The Project Area is located partially within the R4 zoning district. R4 Districts are low-density districts that provide residences of all types, and also permit most community facility uses. The maximum FAR for standard residences is generally 1.0 (1.5 for Qualifying Residential Sites). Community facilities are permitted at an FAR of 2.0. Front yards with a depth of 10 ft. are required but may be modified depending on building type as well as specific contexts. The height and setback regulations for single- and two-family residences are governed by a pitched-roof envelope with a maximum perimeter wall height of 25 ft., and maximum overall height limit of 35 ft. Multifamily residences on standard lots are governed by a flat-roofed envelope where the maximum base and overall height limit is 35 ft. (45 ft. for Qualifying Residential Sites). In the Outer Transit Zone, parking is required for 35 percent of standard residences, while no parking is required for Qualifying Residential Sites.

An R5 zoning district is located to the east of the Project Area across Cropsey Avenue. R5 Districts are low-density districts that provide residences of all types and also permit most community facility uses. The maximum FAR for standard residences is generally 1.5 (2.0 for Qualifying Residential Sites). Community facilities are permitted at an FAR of 2.0. Front yards with a depth of 10 ft. are required but may be modified depending on building type as well as specific contexts. The height and setback regulations for all residences are governed by a flat-roofed envelope. The maximum base height is 35 ft. (45 ft. for Qualifying Residential Sites), and the maximum building height is 45 ft. (55 ft. for Qualifying Residential Sites). In the Outer Transit Zone, parking is required for 35 percent of standard residences, while no parking is required for Qualifying Residential Sites.

An R6 Zoning district is located to the east of the Project Area to the east of Shore Parkway. R6 districts are medium-density non-contextual residential districts that allow residential uses of all types and community facility uses. Land uses within the R6 district are generally residential with

some community facilities located throughout. Residential uses include single- and two-family buildings and larger multi-family apartment buildings. The maximum residential FAR is 3.0 for properties located within 100 ft. of a wide street and 2.2 for all other properties. The maximum residential FAR for Qualifying Affordable Housing is 3.9. Community facility uses are permitted at a maximum FAR of 4.8. For standard developments, buildings have a maximum base height of 65 ft. along a wide street and 45 ft. along a narrow street. The maximum permitted height is 75 ft. along a wide street and 55 ft. along a narrow street after a 10 ft. to 15 ft. setback. For Qualifying Affordable Husing, buildings have a maximum base height of 65 ft. and may rise to a maximum height of 95 ft. along a wide street and 85 ft. along a narrow street after a 10 to 15 ft. setback. In the Outer Transit Zone, parking is required for 25 percent of standard residences, while no parking is required for Qualifying Affordable Housing.

Land Uses and Prevailing Built Form

The land uses with the Surrounding Area consist of water, low-density industrial and manufacturing uses, residential, community facility, and open space.

The New York City Sanitation Department BK11 facility and the Southwest Brooklyn Marine Transfer Station, both industrial and manufacturing land uses, are located north of the Project Area on Block 6943, Lot 30. Nellie Bly Park (Block 6943, Lot 2), improved with the Adventures Amusement Park (a concessionaire from the NYC Department of Parks), is located just east of the sanitation facility and fronts along Shore Parkway. A car showroom/sales lot and the Brooklyn Bay Center (commercial large retail complex) is located two to three blocks north of the Project Area at Block 6491, Lot 207. The Brooklyn Bay Center transitions into the BJ's park along the waterfront.

A cluster of residential buildings are located to the east of the Project Area, across from the Belt Parkway. These residential buildings are typically one- and two- family and multi-family elevator buildings - transitioning from higher density to lower density moving east of the Belt Parkway. The Waterview Towers at 2360 Cropsey Avenue (two 17-story multifamily buildings), the Oceanview Towers at 2652 Cropsey Avenue (one 17-story multifamily building) and the Contello Towers II at 2650 Cropsey Avenue (two 17-story multifamily buildings) are located between Lief Ericson Drive and Cropsey Avenue. The Calvert Vaux Playground is located between the Oceanview Towers and the Contello Towers II. The residential typology east of Cropsey Avenue generally consists of low- to mid-density, one- and two-family detached and semi-detached buildings. A grocery store, restaurant, an auto use, a church and two senior/adult day care centers are located along Cropsey Avenue and generally bound by Bay 44th Street and Bay 40th Street.

Water comprises much of the southern and western portions of the Surrounding Area. Land uses to the south of the Project Area include a mixture of vacant land, public open space and public facilities and institutions. Educational services, schools, and the Block Institute (disability services and support organization) are located south of the Project Area on Block 6944, Lot 85, between Bay 43rd Street and Bay 44th Street. Calvert Vaux Park and the Verrazano Sports Complex are located approximately three blocks south of the Project Area along Shore Parkway at 2000 Shore

Parkway. Marinas, boat clubs and boat-related uses are located just south of and west of the Project Area.

Other Zoning Designations
The Project Area is located within the Coastal Zone and a 1% floodplain.

Mass Transit
Public transportation in the area is largely served by the MTA services along Shore Parkway. The B6 line (providing service between East New York and Bensonhurst) runs north/south with a stop located in front of the Project Area. There are B82 (service between Spring Creek and Coney Island), X28 and X38 (providing service between Seagate, Bensonhurst, and Manhattan) bus stops located approximately half of a mile east of the Project Area along Cropsey Avenue. The MTA Bay 50 St Station, serving the D line (6th Avenue Express Line), is located less than 1 mile east of the Proposed Area along Stillwell Avenue.

4. DESCRIPTION OF THE PROJECT AREA AND DEVELOPMENT SITE

The Project Area consists of a 25'-11" portion of 1900 Shore Parkway, Block 6943, Tax Lots 163, 242, and 427 in the Gravesend neighborhood of Brooklyn Community District 11. The Project Area is waterfront site bounded by Shore Parkway to the east, Bay 41st Street to the northwest, Gravesend Bay to the southwest, vacant land currently used as a parking lot and the Block Institute to the southeast. Shore Parkway is a wide, approximately 310-ft. major thoroughfare with southbound and northbound one-lane traffic divided by the Belt Parkway above (two lanes total). The Development Site consists of Block 6943, Lots 130, 162, 163, 242 and 247. The Development Site is primarily zoned M1-1, with a 25'-11" sliver of R4 and C3 zoning districts along the southern property line. The Development Site has a total area of approximately 1,185,265 sq. ft., of which 287,551 sq. ft. is located on land and 897,713 sq. ft. consists of land underwater. Of the total approximately 1,185,265 sq. ft., the subject rezoning would only affect a 25'-11" wide portion of the existing R4 and C3 districts on Tax Lots 163, 242 and 427.

Lot 163 is an approximately 248,400 sq. ft. lot located partially beneath water. The lot is used as a car tow pound and as a marina with adjacent Lot 162. Approximately 75,000 sq. ft. of the eastern portion of Lot 163 is used as part of the tow pound and 45,000 sq. ft. of the western portion of the lot is used as part of the marina. There is one building located on Lot 163 totaling 9,504 gross sq. ft. The remainder of the site is occupied by the Marine Basin Marina, which juts out into Gravesend Bay on a thin strip of land. Access is provided by a curb cut on the northwestern portion of the Development Site along Bay 41st Street (25 ft. wide) and a curb cut along Shore Parkway (80 ft. wide). Lot 242 and a portion of Lot 163 is currently used as a marina. The marina has 177 active slips but is licensed for approximately 400 slips. There are also 40 jet ski slips. Lot 162 is currently used as a car tow pound and improved with a single building. Approximately 75,000 sq. ft. of the eastern portion of Lot 163 is used as part of the car tow pound and 45,000 sq. ft. of the western portion of the lot is used as part of the marina. The car tow pound is paved and contains

approximately 460 accessory parking spots. The car tow pound also occupies a portion of Lot 163, which is improved with a single structure. In total, there are three structures on the continuous "upland" portion of the Development Site. There is a single story approximately 8,000 sq. ft., 21-ft tall masonry building and a second approximately 9,850 sq. ft., 24-ft tall, prefabricated metal building. Lots 130 and 427 are partially paved vacant land and used as boat storage. There is a small 12' tall wood framed, approximately 3,450 sq. ft. building on Lot 427. Both lots extend the farthest into Gravesend Bay and offer access points to docks related to the adjacent marina. The marina will stay after the proposed distribution facility is built.

5. DESCRIPTION OF THE PROPOSED DEVELOPMENT

The proposed rezoning would extend the existing M1-1 zoning district by 25'-11" to the southern property line of Lots 163, 242, and 427 covering the Project Area and rezoning it from the current R4 and C3 zoning districts. The proposed zoning map amendment and expansion of the existing M1-1 zoning district serves as a corrective rezoning and will allow the Applicant to provide a more efficient and safer site plan for a planned as-of-right distribution facility at the Development Site.

The Development Site is currently used as a car tow pound and will be repurposed for use as an as-of-right distribution facility. The tow pound license can be terminated on short notice and will not stay once the site is rezoned. The Proposed Development will consist of a 4-story, approximately 489,993 sq. ft. (0.66 FAR) distribution facility. The first and second floors will consist of warehouse/distribution uses. The third floor will consist of trailer storage and parking. The 4th floor will consist of van storage and parking. Vehicular access to the site will be provided by a new curb cut on Bay 41st Street (74' wide) and the existing curb cut along Shore Parkway (reduced to 36'-6" wide). There will be a total of six loading berths (four of which are required). The total building height is 104 ft. The second floor will be set back 32 ft., the third floor will be set back for an additional 20 ft., and the fourth floor will be set back for an additional 20 ft.

6. ACTION NECESSARY TO FACILITATE THE PROPOSAL

The proposed rezoning and extension of the existing M1-1 zoning district by 25'-11" would serve as a corrective rezoning to fix a minor inconsistency in the zoning map. The Zoning Resolution contains provisions that would allow extending the M1 district if the strip were 25 ft. in width or less, indicating that such extensions are consistent with the goals of the Zoning Resolution. As the strip of land mapped within the existing R4 and C3 zoning districts exceeded 25 ft. by approximately 11 inches, the Applicant is compelled to pursue a rezoning.

The proposed zoning map amendment extends the existing M1-1 zoning district would allow the Applicant build within the existing R4 zoning district on the Development Site and to fully utilize the Shore Parkway curb cut for access into and out of the as-of-right distribution center. The existing R4 district does not permit trucks and vans associated with manufacturing uses to utilize

the driveway. The proposed rezoning would improve vehicular circulation in and out of the Development Site through the use of the full width of the existing 36'-6" wide curb cut on Shore Parkway. It is anticipated that a wider curb cut would improve site access by helping to avoid potential vehicle backups onto Shore Parkway. Additionally, by using the entire width of the existing curb cut, the driveway would be better aligned with the center line of 26th Avenue to the east of the Project Area, and which is anticipated to improve safety.

7. CONCLUSION

As discussed above, the Applicant proposes a zoning map amendment to rezone a portion of Block 6943, Lots 163,242, and by extending the existing M1-1 zoning district by 25'-11". The proposed zoning map amendment and expansion of the existing M1-1 zoning district serves as a corrective rezoning and will allow the applicant to provide a more efficient and safer site plan for a planned as-of-right distribution facility.