**236 Gold Street Rezoning**
**Community District 2, 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 236 Gold Street Development is a new fourteen-story mixed-use residential and commercial building located at 236 Gold Street, Block 121, Lots 33, 35, 36, and 37 (the "Development Site"). The development would contain approximately 114 dwelling units, including approximately 29 permanently affordable units (the "Proposed Development"). The Proposed Development would contain approximately 79,574 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 17 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 full parking waiver. 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 74.7% of dwelling units are rented in the Downtown Brooklyn – DUMBO – Boerum Hill neighborhood[1]. According to the NYU Furman Center's Report: State of New York City's Housing and Neighborhoods in 2022, there are approximately 28.2% severely rent-burdened households, and 44.8% severely rent burdened low-income households located

[1] *See* Housing Profile for Crown Heights North 2017-2021 American Community Survey, https://popfactfinder.planning.nyc.gov/explorer/ntas/BK0202?acsTopics=hou-housingOccupancy%2Chou-unitsInStructure%2Chou-yearStructureBuilt%2Chou-rooms%2Chou-housingTenure%2Chou-yearHouseholderMovedIntoUnit%2Chou-vehiclesAvailable%2Chou-occupantsPerRoom%2Chou-value%2Chou-mortgageStatus%2Chou-selectedMonthlyOwnerCostsAsAPercentageOfHouseholdIncomeSmocapi%2Chou-grossRent%2Chou-grossRentAsAPercentageOfHouseholdIncomeGrapi&source=acs-current

within Brooklyn Community District 2.[2] According to the U.S. Census Bureau, American Community Survey 2017-2021 Five Year Estimates for Public Use Microdata Area (PUMA) BK02 Downtown Brooklyn – Fort Greene (which approximates CD2), 41% percent of households spend 30 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***

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. There are three bus routes with stops located within a four minute walk of the Development Site: B57 (Gowanus – Maspeth), B69 (Downtown Brooklyn – Kensington) and B67 (Brooklyn Navy Yard – Kensington). The Dekalb Avenue Station for the B, Q, and R trains are located approximately 0.4 miles from Development Site. The Jay Street-MetroTech Station for the A, C, and F trains is located approximately ½ mile southwest of the Development Site. The Nevins Street Station for the 2, 3, 4 and 5 trains is located approximately 0.6 miles southeast of the Development Site. The High Street Station for the A and C trains is located approximately ½ mile west of the Development Site. The Development Site is also located a 3-minute walk from the Concord Street and Bridge Street Citibike Dock (10 classic bikes) and a 5-minute walk from the Nassau St. and Navy St. Citibike Dock (44 classic bikes).

Based on the low vehicle availability, minimal trip generation, and accessibility to public transportation as discussed below, the Environmental Assessment Statement ("EAS") prepared by Matrix New World 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) 2017-2021 Five-Year Estimates. According to this survey, only 7.9% of workers ages 16 and older drive to work in PUMA BK02, while approximately 65.4% of workers either took public

[2] *See* NYU Furman Center, State of New York City's Housing and Neighborhoods in 2022, https://furmancenter.org/neighborhoods/view/fort-greene-brooklyn-heights

[3] *See* Housing Profile for https://popfactfinder.planning.nyc.gov/explorer/cdtas/BK02?acsTopics=housingOccupancy%2Chou-unitsInStructure%2Chou-yearStructureBuilt%2Chou-rooms%2Chou-housingTenure%2Chou-yearHouseholderMovedIntoUnit%2Chou-vehiclesAvailable%2Chou-occupantsPerRoom%2Chou-value%2Chou-mortgageStatus%2Chou-selectedMonthlyOwnerCostsAsAPercentageOfHouseholdIncomeSmocapi%2Chou-grossRent%2Chou-grossRentAsAPercentageOfHouseholdIncomeGrapi&censusTopics=populationSexAgeDensity%2CmutuallyExclusiveRaceHispanicOrigin%2CrelationHeadHousehold%2CholdType%2ChousingOccupancy%2ChousingTenure%2ChouseholdSize&compareTo=0&showCharts=true&showReliability=false&source=acs-current

transportation or walked to work and 20.8% worked from home.[4] This percentage is much lower than the approximately 22.3% of Brooklyn residents who drive to work.

In accordance with the 2021 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. For the purposes of this assessment, the Development Site 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, U.S. Census Data, local retail data provided by NYCDOT, and medical office data provided by DCP.

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

| | **Weekday** |
|---|---|
| **Auto** | 11% |
| **Taxi** | 4.3% |
| **Subway** | 61.5% |
| **Bus** | 4.8% |
| **Walk** | 18.4% |

The surrounding streets providing access to the Development Site will be adequate to handle the minimal traffic generated and the parking demand can be readily accommodated by the existing off-street parking facilities within ¼ mile of the Development Site.

The peak hour residential vehicular demand resulting from the Proposed Development would be 65 spaces during the morning and Saturday midday peak hours. As noted below, this demand will be met by available on-street parking spots and a nearby private parking facilities. The auto trips generated by the residential use were assigned to the surrounding roadway network. The streets are relatively safe according to Vision Zero data. According to Crash Data, there have been no fatalities within the surrounding area in 2024.

***(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 EAS prepared by Matrix New World 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 and parking garages. Specifically, the Travel Demand Forecast for inbound and

[4] *See* https://popfactfinder.planning.nyc.gov/explorer/cdtas/BK02?acsTopics=%2Cecon-commuteToWork&source=acs-current

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 area is well served by transit with bus stops within a short walk of the Development Site, as well as access to 9 different subway lines within a 0.6 mile radius of the Development Site. There is also access to Citibikes within a 5-minute walk from the Development Site.

The Development Site would not provide 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 parking analysis identifies the extent to which on-street and off-street parking is available and utilized under existing and future Conditions. It takes into consideration anticipated changes in area parking supply and provides a comparison of parking needs versus availability to determine if a parking shortfall is likely to result from parking displacement attributable to the project or additional demand generated by a proposed project. The Study Area for this analysis encompasses on-street and off-street parking within a ¼ mile of the Proposed Development.

The findings of the Parking Study indicate that a waiver of required accessory parking at the Proposed Development Site would reduce vehicular traffic demand potentially induced by the Proposed Development by disincentivizing residential car ownership and distributing development generated vehicular trips to area parking resources. In addition, the community facility and local retail uses associated with the conservative analysis of the Proposed Development are neighborhood serving and given the car ownership characteristics and use associated with American Community Survey 2018-2022 Census data for Kings County Tracts 11, 13, 15.01, 15.02, 23, 29.01, 31.01, and 211 the potential use of private vehicles to access these uses represents a small portion of the potential means of travel mode while local pedestrian and transit use are expected to be the dominant means of access. The waiver of parking associated with the Proposed Development is also expected to disincentivize car use for access to these land uses.

The findings of the parking survey for on-street and off-street parking availability was performed and can be found in detail in Chapter 7 of the EAS. Parking availability included both a survey of the existing on-street supply and demand of parking and off-street garage supply and demand throughout the study area. On-street public parking is generally governed by alternate-side-of-the-street regulations to facilitate street cleaning, with more restrictive regulations in place at locations where additional traffic flow capacity is needed, especially during the weekday AM and PM peak periods. This survey data was reduced to account for spaces obstructed by curb cuts, fire hydrants, and other impediments. Additionally, other sites projected to be constructed by the build year of the Proposed Development were incorporated into supply and demand calculations after considering their likely trip generation and provided on-site parking supply. Finally, a background growth factor pursuant to CEQR best practices and procedure was applied to existing parking demand in order to represent population growth between when the data was gathered and the projected build year of the Proposed Development.

As shown in Section 2.7 of the EAS, parking utilization is projected to increase from 86% (midday) and 68% (overnight) under Existing Conditions to 87% (midday) and 70% (overnight) under the With-Action Conditions. As both of these peak hours are below the CEQR threshold of 98% utilization, a parking shortfall is not projected as a result of the

Proposed Development. Additionally, there are at least nine off-street parking garages within a ¼ mile of the Development Site. These garages provided a total of approximately 1,368 parking spaces, with approximately 208 and 447 available parking spaces during the midday and periods within the ¼ mile study area. No significant adverse impact is projected as a result of parking availability.

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