Project Description (LR Item 3)

Project ID: 2021K0380

2111 Atlantic Avenue

March 2023

I. Introduction

Remica Property Group Corp. (the "Applicant") seeks a zoning map and zoning text amendment to facilitate a new mixed-use development in the Ocean Hill section of Brooklyn Community District #16. The proposal seeks a zoning map amendment to amend portions of two blocks on the north side of Atlantic Avenue between Monaco Place and Eastern Parkway. These parcels consist of Block 1569 Lots 33, 34, 35 and portions of ("p/o") Lot 32; and Block 1570 Lots 1, 2, 3, 4, 5, 6, 36, 37, 38, 39 and 40, as well as p/o of Lot 31 (the "Project Area"). The proposed zoning map amendment would amend and area from R5/C2-3 to R5 and R8A/C2-4. In addition, a text amendment would be sought to make the Project Area applicable to the Mandatory Inclusionary Housing (MIH) program (the "Proposed Actions").

The Proposed Actions would facilitate the redevelopment of Block 1569, Lot 35 (the "Development Site"), which occupies the northwest corner of Monaco Place and Atlantic Avenue, with a new 14-story mixed use building to contain 67,420 square feet or 7.2 FAR with 73 dwelling units ("the Proposed Development"). The ground floor would contain 3,730 square feet of commercial retail space and no parking spaces are provided. Of the proposed 73 dwelling units, 18 would be made affordable under MIH Option 1, which requires that 25% of the proposed new residential floor area be made affordable for incomes averaging 60% of Area Median Income (AMI).

The Development Site is under the Applicant's control. The remaining sites within the Project Area are under separate ownership and are not proposed for redevelopment or anticipated to be materially affected by the Proposed Actions.

2. Background

At the time of the adoption of the 1961 Zoning Resolution, the Project Area was zoned R6/C2-3. In 1967, the property's zoning was amended to R5/C2-3. According to City Planning Commission (CPC) report (CP-19812, item No. 16, page 399), the rezoning was initiated after intensive study of the area by the City Planning Commission. The property was downzoned to R5 because at the

time, the commission believed that the low-density character was more desirable and should be maintained.

Approximately half a mile east of the proposed rezoning, the East New York Rezoning (C 160035 ZMK) was approved in 2016 and created R8A districts along Atlantic Avenue. The East New York Neighborhood Plan is a comprehensive neighborhood plan to promote affordable housing preservation and development, encourage economic development, create pedestrian-friendly streets and invest in community resources to support the long-term growth and sustainability of East New York, Cypress Hills and Ocean Hill. The rezoning area covered a length of approximately twenty blocks in East New York, in addition to creating an R7D equivalent district two blocks east of the proposed rezoning.

In 2017, the block to the southeast of the Project Area at 1860 Eastern Parkway (C 170142 ZMK) was rezoned to R8A with MIH to facilitate redevelopment of a single-story church to a ten-story mixed use development with 67 units of affordable housing and community facility uses. The rezoning amended the south side of Atlantic Avenue at a depth of 100 feet and 100 feet east and west of Eastern Parkway.

In 2020, less than .40 of a mile away to the northeast of the Project Area is 2440 Fulton Street (N 210008 PXK). The Department of Citywide Administrative Services acquired 275,000 square feet of office space to be used by the New York City Human Resources Administration. Most recently in 2020, the Mayor's Economic Recovery Blueprint, announced that this site will be utilized under the New "City Agencies Revitalizing the Economy" ("CARES") strategy. The "CARES" strategy will create job hubs by strategically locating city agency offices with the first phase located at Broadway Junction Area of East New York.

In terms of other land use actions, in 2004 the Board of Standards and Appeals ("BSA") extended the term for an existing food product processing establishment (489-82-BZ) for the Tower Isles Frozen Food at 2025 Atlantic Avenue (Block 1564, Lot 1), approximately three blocks west of the Development Site.

There are no other land use actions in the last ten years within 1,000 feet of the proposed Project Area.

3. Description of the Surrounding Area

The Project Area is in the Ocean Hill section of Brooklyn Community District #16 located at the intersection of Atlantic Avenue and Monaco Place. Atlantic Avenue is a wide, mixed-use arterial that traverses Brooklyn and Queens from the waterfront to the Van Wyck Expressway. Atlantic Avenue is mapped with 120 feet in width ('wide' in the ZR). Monaco Place is located immediately to the east of the Project Area and is mapped 60 feet in width ('narrow' in the ZR).

The Project Area is in a large R5 zoning district that extends north to Herkimer Street and from Eastern Parkway to Saratoga Avenue in the west. The Project Area is also zoned with a C2-3 overlay that extends from Atlantic Avenue at a depth of approximately 150 feet. The area east of Eastern Parkway and the south side of Atlantic Avenue is zoned R6, while the area on the southern side of Atlantic Avenue is zoned R8A/C2-3, through the 1860 Eastern Parkway Rezoning discussed above Further south of this area is the residential core of Ocean Hill, where the area is also zoned R6.

While Atlantic Avenue is a mixed-use arterial with several uses present, the greater surrounding area is predominantly residential, excluding the avenue - with the uses and built-form corresponding to underlying zoning districts. Atlantic Avenue serves as a major east-west arterial that connects Downtown Brooklyn with Queens and is a designated truck route by the New York City Department of Transportation (DOT). One block east is Eastern Parkway (110 feet wide), another regional corridor that extends from Prospect Park in Brooklyn to Queens.

In terms of bulk, the surrounding area is characterized by a mix of 1- and 2-family residences and multi-family residential buildings, with ground floor retail present along Atlantic Avenue. The commercial uses are generally local retail and are concentrated on Atlantic Avenue and Eastern Parkway, two major corridors with wide street widths, as noted above. In addition to commercial uses, some lower-rise automotive and light industrial uses are located along Atlantic Avenue in 1- and 2-stories. By comparison, the buildings along Monaco Place and the adjacent Pleasant Place are predominantly residential with 1-and 2 family homes and apartment buildings, with building heights ranging between 2-to 4-stories. Further south along Eastern Parkway and further east along Atlantic Avenue, the area transitions to commercial, community facility and mixed-use buildings, with the built form increased in density and a high concentration of ground-floor commercial uses. This development results from the East New York Rezoning, the 1860 Eastern Parkway Rezoning and pre-existing R6 districts with some commercial overlays. The former two rezonings created mid-rise and higher-density mixed use districts. As referenced above, 1860 Eastern Parkway rises to 10-stories and recent development at 2288 Atlantic Avenue under the R6 district rises to 70 feet.

In addition to mixed-use residential and commercial uses, community facility uses are also present. Notable community facility uses in the area include United Christian Assembly Church (Block 1573 Lot 37) which is located four blocks east of the Development Site at the corner of Atlantic Avenue and Jardine Place, Church of God of Prophecy (Block 1551 Lot 45) which is located northwest of the Development Site located mid-block between Thomas S. Boyland Street and Rockaway Avenue. Additionally, PS/IS 155 Nicholas Herkimer (Block 1552 Lot 43) which is one block north of the Development site at the northwest corner of Eastern Parkway and Herkimer Street.

In terms of open space, to the north of the Development Site located at Fulton Street, Truxton Street between Eastern Parkway and Van Sinderen Avenue is the Callahan-Kelly Park and

Playground. To the northwest of the Development Site located at the triangle intersection of Fulton and Somers Street is the Phoenix Community Garden.

As mentioned, the Project Area is currently located in an R5/C2-3 district. The underlying R5 district is a low-density general residence district that permits residential buildings up to 1.25 FAR and community facility buildings up to 2.0 FAR. The maximum height of buildings within R5 districts is 40 feet, with a maximum street wall height of 30 feet, as well as a 15-foot setback above the street wall. R5 districts require side yards of at least 8 feet and a 10-foot front yard. Parking is required for 85% of dwelling units. Where C2-3 commercial overlays are present in the R5 district, 1.0 FAR of commercial use is permitted (Use Groups 6-9 & 14) which often results in ground-floor commercial space and residences above.

The increasingly mid-rise area to the south, north and east is mapped with R6. The R6 zoning district allows for mid-rise residential and community facility buildings under both Quality Housing and Height Factor regulations. The Height Factor regulations for R6 districts encourage small apartment buildings on small zoning lots, and tall, narrow buildings that are set back from the street on larger lots. Quality Housing regulations encourage buildings with higher lot coverage set at or near the street line. Height limitations ensure that these buildings are often more compatible with older buildings in the neighborhood. Under Height Factor, a maximum FAR from 0.78 to 2.43 for residential use is permitted, with a required open space ratio (OSR) range from 27.5 to 37.5 percent. As an incentive for developers to choose the Quality Housing option, a higher floor area ratio (3.0 FAR), and therefore, more apartments, is permitted for buildings on or within 100 feet of a wide street than would be permitted under Height Factor regulations. For Height Factor buildings, 70% of dwelling units require parking, while for Quality Housing buildings, 50% of dwelling units require parking.

The Project Area is served by New York City Transit (NYCT) subway service four blocks to the east, with the L Station at East New York Avenue and Atlantic Avenue (0.33 miles), which connects to Broadway Junction, a major transit hub servicing the A, C, J, Z and L Lines. In addition to subway service, the Project Area is also well served by NYCT bus service. The B12 bus line runs along East New York Avenue and the B60 bus line runs north-south along Rockaway Avenue to the west. Accordingly, the Premises is in the Transit Zone.

4. Description of the Proposed Project Area

The proposed Project Area consists of the Development Site (Block 1569, Lot 35), which is discussed in greater detail below, as well as Block 1569 Lots 33, 34 as well as portions of ("p/o") Lot 32; and Block 1570 Lots 1, 2, 3, 4, 5, 6, 36, 37, 38, 39 and 40, and p/o of Lot 31. Absent the Development Site, these lots are not under Applicant control. The Project Area fronts Atlantic Avenue and Eastern Parkway and extends approximately 171 feet from the south side of Atlantic Avenue to the north and 410 feet from the centerline of Eastern Parkway to the west.

Block 1569 Lot 32 (18A Monaco Place) is an interior lot that contains 1,639 square feet of lot area and approximately 17 feet of frontage along Monaco Place. The parcel is improved with a three-story, three-family (constructed in 1910) that comprises 1,820 square feet or approximately 1.1 FAR.

Block 1569 Lot 33 (20 Monaco Place) is an interior lot that contains 1,639 square feet of lot area and approximately 17 feet of frontage along Monaco Place. The parcel is improved with a three-story, two-family (constructed in 1910) that comprises 1,820 square feet or approximately 0.75 FAR.

Block 1569 Lot 34 (22 Monaco Place) is an interior lot that contains 1,639 square feet of lot area and approximately 17 feet of frontage along Monaco Place. The parcel is improved with a two-story, three-family (renovated in 2020) that comprises 1,225 square feet or approximately 0.75 FAR.

Block 1570, Lot 1 (2121 Atlantic Avenue) is a corner lot that contains 1,498 square feet of lot area with approximately 19 feet of frontage along Monaco Place and approximately 79 feet along Atlantic Avenue. The parcel is improved with a three-story walk-up apartment building with 6 units (2.9 FAR). The building was converted in 2005.

Block 1570, Lot 2 (31 Monaco Place) is an interior lot that contains 1,468 square feet of lot area and approximately 19 feet of frontage along Monaco Place. The parcel is improved with a three-story, two-family home (constructed in 2005) that comprises 2,446 square feet or approximately 1.70 FAR.

Block 1570, Lot 3 (29 Monaco Place) is an interior lot that contains 1,498 square feet of lot area and approximately 19 feet of frontage along Monaco Place. The parcel is improved with a three-story, two-family home (constructed in 2005) that comprises of 3,261 square feet or approximately 2.2 FAR.

Block 1570, Lot 4 (27 Monaco Place) is an interior lot that contains 1,350 square feet of lot area and approximately 18 feet of frontage along Monaco Place. The parcel is improved with a two-story, two-family home (constructed in 1910) that comprises of 1,872 square feet or approximately 1.4 FAR.

Block 1570, Lot 5 (p/o) (25 Monaco Place) is an interior lot that contains 1,795 square feet of lot area and approximately 18.5 feet of frontage along Monaco Place. The parcel is improved with a two-story, two-family home (constructed in 1910) that comprises of 2,216 square feet or approximately 1.2 FAR.

Block 1570, Lot 6 (23 Monaco Place) is an interior lot that contains 1,795 square feet of lot area and approximately 18.5 feet of frontage along Monaco Place. The parcel is improved with a two-story, two-family home (constructed in 1899) that comprises of 1,480 square feet or approximately 0.82 FAR.

Block 1570, Lot 31 (p/o) (1883 Eastern Parkway) is an interior, through lot that contains 15,763 square feet of lot area and approximately 56 feet of frontage along Monaco Place and 110 feet of frontage along Eastern Parkway. The parcel is improved with a single-story community facility use (constructed in 1995) that comprises of 29,202 square feet or approximately 1.85 FAR. A portion of this property is included in the Project Area.

Block 1570, Lot 36 (1871 Eastern Parkway) is an interior lot that contains 1,440 square feet of lot area and approximately 18 feet of frontage along Eastern Parkway. The parcel is improved with a three-story, three-family home (constructed in 1910) that comprises 2,280 square feet or 1.58 FAR.

Block 1570, Lot 37 (1869 Eastern Parkway) is an interior lot that contains 1,422 square feet of lot area and approximately 18 feet of frontage along Eastern Parkway. The parcel is improved with a three-story, three family home (constructed in 1910) that comprises 2,700 square feet or 1.9 FAR.

Block 1570, Lot 38 (1867 Eastern Parkway) is a corner lot that contains 3,338 square feet of lot area and approximately 21 feet of frontage along Eastern Parkway and 79 feet of frontage along Atlantic Avenue. The parcel is improved with a three-story, mixed use building (constructed in 1927) that comprises 4,830 square feet or 1.45 FAR.

Block 1570, Lot 39 (2127 Atlantic Avenue) is an interior lot that contains 1,388 square feet of lot area and approximately 18.5 feet of frontage along Atlantic Avenue. The parcel is improved with a three-story, three family home (constructed in 1910) that comprises 2,675 square feet or 1.9 FAR.

Block 1570, Lot 40 (2125 Atlantic Avenue) is an interior lot that contains 1,350 square feet of lot area and approximately 18 feet of frontage along Atlantic Avenue. The parcel is improved with a three-story, three family home (constructed in 1910) that comprises 2,970 square feet or 2.2 FAR.

5. Description of Proposed Development Site

The Development Site consist of a single rectangular tax and zoning lot (Block 1569, Lot 35) located at the intersection of Atlantic Avenue (120 feet) and Monaco Place (60 feet). The lot contains approximately 95 feet of frontage along Atlantic Avenue and approximately 98 feet of frontage along Monaco Place for a total lot area of approximately 9,365 square feet.

The lot is currently improved with an automotive service use (a BP Gas Station) with 1,500 sf of floor area (0.16 FAR). The use has been in operation through a series of historic approvals by the BSA and the use originates since at least the 1960s. In April 1981, the BSA granted a waiver to permit the reconstruction of an automotive service station with accessory uses previously before the Board as a self-service automotive agency (296-81-BZ). Additionally, the BSA granted an appeal on condition (296-81-A).

6. Description of Proposed Development

The Proposed Actions would facilitate the development of a new 14-story mixed-use (commercial-residential) building with 67,420 square feet of floor area (approximately 7.20 FAR), including ground-floor commercial space and up to 73 residential units. These would preliminarily consist of 22 studios, 37 one-bedrooms and 13 two-bedrooms, of which 18 would comprise of affordable units under MIH.

The building would rise to a maximum height of 138 feet and setback 25 feet at the 11th floor for a base height of 100 feet. Since the building would be located adjacent a R5 district, transition rules apply, and the building would contain an 8-foot side yard and set back 25 feet at the 7th floor for a base height of approximately 61 feet. The transition rules in this location require a max height of 55 feet within 25 feet of the R5 district.

The first floor will contain a residential lobby, and 3,730 square feet of commercial area. The second through fourteenth floors will contain a mix of studios (22) one bedroom (37) and two-bedroom apartments (13). No parking spaces would be required, and none are provided, with no curb cuts proposed.

7. Actions Necessary to Facilitate the Project

The Proposed Actions consist of a zoning map amendment as well as a zoning text amendment. The proposed zoning map amendment would extend the existing R8A district over a portion of Block 1569 and 1570 at a depth of 100 feet from Atlantic Avenue. The existing 150-foot C2-3 overlay would be reduced to a depth of 100 feet and amended to C2-4.

The Proposed Actions would also include a zoning text amendment to Appendix F of the Zoning Resolution ("ZR") to make the Project Area applicable as a Mandatory Inclusionary Housing Area (MIH) area and would be mapped as Options 1 and 2, which would require either 25% of the proposed new residential floor area to be made affordable to incomes averaging 60% AMI (Option 1) or 30% of the proposed new residential floor area to be made affordable to incomes averaging 80% AMI (Option 2). At this time, the Proposed Development would comply with Option 1 of the program with 18 dwelling units (25% of the proposed residential floor area) affordable for incomes averaging 60% AMI. These 18 dwelling units would be proportional to the overall unit matrix of the Proposed Development.

The proposed new R8A/C2-4 district would facilitate an increased but appropriate level of density for an area that fronts two wide roadways (Atlantic Avenue and Eastern Parkway). In terms of scale, the proposed would be consistent with recent and historical developments within the surrounding area. The proposed 14-story building would complement existing and ongoing new development in the surrounding area, with a new 7-story building built in 2017 across the street at 2277 Atlantic Avenue, a pair of 23-story residential buildings two blocks southwest and 1860

Easter Parkway, which is under construction with a 10-story mixed use development with 67 units. As such, the Proposed Actions would not result in a significant change of the existing built context of the surrounding area. Further, the proposed mid-rise zoning district would complement the pre-existing mid-rise R6 and R8A districts on the other side of Atlantic Avenue and Eastern Parkway.

R8A districts are contextual districts where Quality Housing regulations are mandatory. R8A/C2-4 districts permit a maximum FAR of 7.2 under MIH and permits Use Groups 1-4, 5, 7, 8 & 9. Under R8A/C2-4 districts, contextual building regulations are required under Quality Housing with a max height of 140 feet (145 feet with a Qualifying Ground Floor [QGF]) with a base height of 60-105 feet. Setbacks of 10 or 15 feet are required depending on street width. On a wide street, the street wall must extend along the entire width of the zoning lot and at least 70 percent of the street wall must be within eight feet of the street line. Parking is required for 40 percent of dwelling units, 20 percent for zoning lots between 10,001 and 15,000 square feet and waived for zoning lots 10,000 square feet and below, or if 15 spaces or fewer are required. In the Transit Zone, income-restricted dwelling units are waived.

In addition to facilitating the proposed higher-density building, the proposed R8A/C2-4 would continue to permit an appropriate range of commercial retail uses in this location at a reduced depth of 100 feet, consistent with neighboring blocks and the arterial mixed-use nature of Atlantic Avenue. The amendment from the C2-3 overlay to C2-4 would also serve to reduce the parking requirement in this location to one space per 400 square feet to one space per 1,000 square feet - and waive out where less than 40 spaces are required. This results in most commercial uses waiving out of parking, with immediate access to transit. Moreover, the existing Development Site contains open curb cuts, so the waiver of off-street parking for the Proposed Development would improve the pedestrian condition along this segment of Atlantic Avenue, with no curb cuts required or provided.

The required zoning text amendment to make the Project Area applicable as an MIH area would also generate at least 18 permanently affordable dwelling units for incomes averaging 60% AMI, a recognized need in all areas of the city. Furthermore, should any new residential redevelopment occur on the remainder of the properties in the Project Area, affordable dwelling units would be required.

It should also be noted that this area is also well served by subway and bus service with the MTA L-line located four blocks east of the project area at the Atlantic Avenue Station, which connects to Broadway Junction, a major transit hub serving the A, C, J, Z, and L lines including the B12 bus line runs along East New York Avenue, and the B60 bus line runs north-south along Rockaway Avenue to the west

Therefore, the Proposed Actions would facilitate higher-density mixed use development in an appropriate location, without significantly altering the surrounding character and would complement existing zoning districts along Atlantic Avenue that would result in mandatory affordable dwelling units and ground-floor commercial space. The latter of which would promote

street-level activity with no required curb cuts and improve the pedestrian experience of this segment of Atlantic Avenue.

8. Conclusion

The Proposed Actions would enlarge an existing contextual mid-rise residential zoning district to the north side of Atlantic Avenue with a condensed commercial overlay with a lower parking requirement. This new R8A/C2-4 district would facilitate a new mid-rise mixed-use development with ground floor retail space and residential units above. This would be in an appropriate location near transit and the intersection of two wide arterials (Atlantic Avenue and Eastern Parkway). Given the existing condition of an automotive use with open curb cuts, the Proposed Development would improve the pedestrian condition in this location with no curb cuts, be consistent in density and zoning designation with the surrounding area and provide much needed new affordable units.