962-972 FRANKLIN AVE REZONING
962-972 FRANKLIN AVE, BROOKLYN, MAY 23, 2023
SPECIAL PERMIT PURSUANT TO ZONING RESOLUTION § 74-533

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;

With respect to §74-533(a), the Applicant submits that the proposed reduction in parking is necessary to develop the full amount of permanently affordable housing provided in the Proposed Development.

The Proposed Development will contain 475 dwelling units, of which 119 would be permanently affordable pursuant to MIH. In an R8A zoning district, parking is generally required for 40% of market rate dwelling units (143 spaces). The Applicant is proposing a reduction of the required parking pursuant to ZR §25-23 to 20% of market rate dwelling units.

Without the special permit, the proposed development would require approximately 143 off-street parking spaces. This amount of parking cannot be accommodated on grade on the Development Site, and the excavation of the full Development Site to facilitate parking below grade is cost-prohibitive. As a result, if required to provide the full parking required by ZR § 25-23, the Applicant would be required to reduce the total number of units to 238, of which only 60 would be permanently affordable pursuant to MIH. This would amount to a nearly 50% reduction in permanently affordable housing on the Development Site.

The proposed waiver significantly contributes to the financial feasibility of the Proposed Development by reducing the unnecessarily high cost of providing parking in a transit-rich area.

(b) will not cause traffic congestion; and

With respect to §74-533(b), the Applicant submits that the proposed reduction in required parking will not increase traffic congestion. The project area is within the Transit Zone and served by the 2, 3, 4, 5, and S (Franklin Avenue shuttle) subway lines, accessible at the Franklin Avenue and Eastern Parkway stations, five blocks north of the project area; to the south, the B, Q, and S lines can be accessed at the Prospect Park station five blocks from the project area. The B44

(Sheepshead Bay – Williamsburg), B45 (Downtown Brooklyn – Crown Heights), B48 (Lefferts Gardens – Greenpoint), and B49 (Manhattan Beach – Bedford Stuyvesant) bus lines also run within a few blocks of the project area.

As part of the required environmental review conducted in conjunction with this application, the applicant prepared an analysis of traffic in accordance with the 2020 CEQR Technical Manual. The analysis concluded that the Proposed Development would generate 31, 34, 45, and 52 additional vehicle trips during the weekday AM, midday, and PM and Saturday peak hours, respectively. The incremental vehicle trips generated by the Proposed Actions would not exceed 50 trips at any intersections. Therefore, the Proposed Actions are not likely to result in increased vehicle congestion.

(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#.

With respect to §74-533(c), the Applicant submits that the proposed reduction in required parking will not increase traffic congestion, and will not adversely affect the surrounding area.

As noted above, the Project Area is incredibly well served by multiple forms of public transportation. As a result, the occupants of the Proposed Development are likely to forego car ownership and rely on other transportation options. The CEQR analysis also concluded that based on the projected vehicular trips, a detailed analysis of parking was not required, as the Proposed Actions are not likely to significantly impact area parking.

2021 data from the *American Community Survey* and the Transportation Planning Factors prepared for the CEQR application support this. In the area immediately surrounding the project area, only 12% of people are projected to use personal automobiles for personal use. This is significantly lower than the rate of car usage for Brooklyn (22.3%) and the City as a whole (26.8%). This data would suggest that automobile usage at the Proposed Development will be significantly lower than the minimum parking regulations anticipated by the requirements of ZR §25-23.

The proposed parking reduction to 20% of market-rate housing units is therefore likely to accommodate the demand generated by the Proposed Development, and will not cause adverse impacts in the surrounding area.

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