1289 Atlantic Avenue Rezoning
Block 1867, Lots p/o 85, 84, 80, p/o 78, 77, p/o 72, 68, 66, 65, 64, 63, 62, 61, 60, 59, 58, 57, p/o 56, p/o 53, p/o 42 and p/o 41, Brooklyn
February 3, 2023

1. Introduction

AA Atlantic LLC (the "Applicant"), seeks a zoning map amendment and zoning text amendment of Block 1867, Lots p/o 85, 84, 80, p/o 78, 77, p/o 72, 68, 66, 65, 64, 63, 62, 61, 60, 59, 58, 57, p/o 56, p/o 53, p/o 42 and p/o 41 (the "Project Area") located along the north block front of Atlantic Avenue between Nostrand Avenue and New York Avenue in the Bedford-Stuyvesant neighborhood of Brooklyn, Community District 3. The Project Area comprises approximately 92,000 square feet ("sf") of lot area.

The Applicant seeks approvals of the following two actions:

1) A zoning map amendment to change the following tax lots and portions of tax lots:
   - Lots p/o 85, 84, 80, p/o 78, 77, p/o 72, 68, 66, 65, 64, 63, 62, p/o 53, p/o 42 and p/o 41 from M1-1 to C4-5X; and
   - Lots 61, 60, 59, 58, 57, and p/o 56 from M1-1 to R6B.

2) A zoning text amendment of Zoning Resolution Appendix F to designate the Project Area as a Mandatory Inclusionary Housing ("MIH") area.

The proposed actions are needed to facilitate the development of a 27,090 sf portion of the Project Area, consisting of the following tax lots and portions of tax lots: 68, 66, 65, 64, 63 and 62 (the "Development Site"). The proposed development is a 14-story building containing 151,589 sf of zoning floor area and a Floor Area Ratio ("FAR") of 5.6 (the "Proposed Development"). The new building will have 20,232 sf of commercial uses on the ground floor, 16,735 sf of community facility uses on the second floor, and 114,621 sf of residential uses (112 dwelling units) on the floors above. Approximately 34 dwelling units, comprising 30% of the total residential floor area, will be designated as permanently affordable to households with incomes having an average not exceeding 80% of area median income ("AMI") in accordance with MIH Option 2.

2. Background

There are no recent actions affecting the Project Area.

The Bedford Stuyvesant South Rezoning (C 070447 ZMK), effective October 29, 2007, rezoned all or portions of approximately 206 blocks, including the western and northern portions of the same block shared with the Project Area. Among the goals of the rezoning was to allow opportunities for mid-rise apartment building construction with incentives for affordable housing along the Fulton Street transit and retail corridor.

The Crown Heights West Rezoning & Text Amendment (N 130212 ZRK and C 130213 ZMK), effective September 24, 2013, rezoned all or portions of 55 blocks located to the southwest of the Project Area. The Crown Heights West action modified height and setback regulations in order to maintain consistency between the Zoning Resolution and the NYC Administrative Code in Community District 8 and 9, in the Borough of Brooklyn.

The Project Area is located to the north of the Crown Heights North Historic District, designated on April 24, 2007, and to the south of the Bedford Historic District, designated on December 8, 2015.

The Development Site is a primary transit-adjacent site, as defined by the Zoning Resolution, and the Metropolitan Transportation Authority has determined that a transit volume is needed for the Development Site, which must be certified by the Chairperson of the City Planning Commission pursuant to Zoning Resolution Section 66-21. Accordingly, the Applicant is concurrently filing a separate related application for a certification of transit volume at the Development Site.

3. Description of the Surrounding Area

The Project Area is located in Community District 3 in the Bedford-Stuyvesant neighborhood of Brooklyn, bordering on the neighborhood of Crown Heights. The Project Area is distinguished by elevated Long Island Railroad ("LIRR") tracks abutting the southern side of the Project Area above Atlantic Avenue, a major east-west roadway measuring 120 feet wide and comprising seven driving lanes. Access from the northern side of Atlantic Avenue to the elevated Nostrand Avenue LIRR station is provided by a stairway and elevator located on the western end of the Project Area and a stairway located on the eastern end of the Project Area.

Districts within 600 feet of the Project Area boundary (the "Surrounding Area") are: R6, R6A, R6A/C2-4, R6B, R7D, R7D/C2-4, C4-5D, C8-2 and M1-1.

R6, R6A and R6B
Residences of all types and community facilities are allowed as-of-right within R6 districts. R6 districts have a diverse mix of building types and heights within medium-density areas. The R6A district produces 6- to 8- story apartment buildings and the R6B are often improved with 4-story rowhouses. R7D districts are mapped along transit corridors and produce ten-story apartment buildings. Commercial and manufacturing uses are not permitted within residence districts.

C2-4
Typical uses within C2-4 overlays mapped within residence districts include neighborhood grocery stores, restaurants, beauty parlors, funeral homes and repair services to serve local retail needs.

C4-5D (R7D equivalent)
C4 districts are mapped in regional commercial centers that are outside of the central business districts. Typical uses within C4-5 districts are specialty and department stores, theaters and other commercial and office uses that serve a larger region and generate more traffic than neighborhood shopping areas. Most retail establishments are permitted in C4 districts. C4-5 districts are mapped in more densely-built areas. C4-5D districts are contextual districts that have a higher commercial and residential FAR than the non-contextual C4-5 district. Quality housing buildings in R7D districts are subject to a maximum residential FAR of 4.2; however, if inclusionary housing is provided, the permitted maximum residential FAR is increased to 5.6.

C8
C8 districts are mapped mainly along major traffic arteries where concentrations of automotive uses have developed and provide for automotive and other heavy commercial services. All commercial uses except large open amusements are allowed as-of-right in C8 districts; however, typical uses within C8 districts are automobile showrooms and repair shops, warehouses, gas stations and car washes. Neither residences nor manufacturing establishments are permitted in C8 districts.

M1-1
M1-1 districts typically include light industrial uses, such as woodworking shops, repair shops, and wholesale service and storage facilities. Nearly all industrial uses are allowed in M1 districts provided they meet performance standards. Hospitals, houses of worship, offices and most retail uses are permitted; however, residences are not allowed in M1-1 districts.

The predominant land use within the Surrounding Area is residential and the built environment is characterized by 3- and 4-story brownstones, townhouses and apartment buildings within R6, R6A, R6B, C4-5D districts; however, mid- to high-rise residential, mixed use and commercial buildings also exist near the Project Area. Located to the north of the Project Area, within a C4-5D district, is a 10-story mixed commercial and residential building with 60 dwelling units located on Fulton Street between Nostrand and New York Avenues (1320 Fulton Street, Block 1861, Lot 119), and a 7-story mixed commercial and residential building with 65 dwelling units at the corner of New York Avenue and Fulton Street (1330 Fulton Street, Block 1861, Lot 20). Located to the southeast of the Project Area is an 11-story apartment building with 103 dwelling units on New York Avenue between Pacific and Dean Streets (77 New York Avenue, Block 1208, Lot 1) in an R6 district. To the west of the Project Area is a 7-story commercial and office

building on Atlantic Avenue between Herkimer Place and Nostrand Avenue (1225 Atlantic Avenue, Block 1866, Lot 23) in a C4-5D district.

Small scale retail commercial buildings are generally located along Nostrand Avenue north of Atlantic Avenue, within a C4-5D district, and ground floor commercial uses are located along Nostrand Avenue south of Atlantic Avenue, within a C2-4 overlay in an R6A district. A 5-story hotel and one-story auto repair shops are located along Atlantic Avenue, opposite the Project Area in a C8-2 district. One and two-story contractors' establishment, hardware store and woodworking shop are located along the north side of Atlantic Avenue within an M1-1 district.

Non-conforming uses exist within a portion of the Surrounding Area that is mapped as an M1-1 district. The four-story Public School 93 is situated to the east of the Project Area at the corner of Atlantic Avenue and New York Avenue (29 New York Avenue, Block 1868, Lot 7). Two-family and multifamily walk-up buildings are located at the southeast corner of the Project Area (50- 38 New York Avenue, Block 1867 Lots 61, 60, 59, 58, 57 and 56). Mixed residential and commercial buildings, also within the Project Area, are located at 1281 Atlantic Avenue, Block 1867, Lot 72).

Open space located just beyond the Surrounding Area includes St. Andrew's Playground, a 3.38-acre neighborhood park located approximately .3 miles from the Project Area, and Brower Park, a 7-acre park that adjoins the Brooklyn Children's Museum located .6 miles from the Project Area. Located further away from the Surrounding Area are the Brooklyn Botanic Garden and Prospect Park, at distances of 1.3 miles and 1.6 miles from the Project Area, respectively.

There are several educational institutions near the Surrounding Area, including Public School 93 located on New York Avenue between Herkimer and Atlantic Avenue; Public School 289 on St. Marks Avenue between Brooklyn and Kingston Avenues; the College of New Rochelle, Brooklyn Campus, located on Fulton Street between New York and Brooklyn Avenues; the headquarters of the Noel Pointer Foundation, which offers a music enrichment program for public school children, located on Herkimer Street between New York and Brooklyn Avenues.

Other public facilities and institutions near the Surrounding Area include the Brooklyn Public Library - Brower Park Branch, located on St. Marks' Avenue between Nostrand and New York Avenues; the Bedford-Atlantic Men's Shelter housed in the landmarked National Guard armory building located on Bedford Avenue between Atlantic Avenue and Pacific Street; and a post office on Atlantic Avenue between Perry Place and Nostrand Avenue.

Public transportation is easily accessible within the Surrounding Area. Entrances to the Nostrand Avenue LIRR station are located directly adjacent to the Project Site on Atlantic Avenue. The A and C trains run along Fulton Street, with a station at Nostrand Avenue, situated only .2 miles from the Project Area. The B43 bus runs north-south along Brooklyn and Kingston Avenues, and the B44 bus runs north-south along Nostrand and New York Avenues. The B25 bus also provides service east-west along Fulton Street. As mentioned above, Atlantic Avenue is a two-way major roadway measuring 120 feet wide. Nostrand and New York Avenues are each one-way streets measuring 70 feet wide.

4. Description of the proposed Project Area

Location

The Project Area is located along the north block front of Atlantic Avenue between Nostrand and New York Avenues in the Bedford-Stuyvesant neighborhood of Brooklyn, Community District 3. The Project Area comprises about 92,000 sf of lot area, comprising all or portions of the following tax lots: p/o 85, 84, 80, p/o 78, 77, p/o 72, 68, 66, 65, 64, 63, 62, 61, 60, 59, 58, 57, p/o 56, p/o 53, p/o 42 and p/o 41 in Block 1867.

The Project Area is located within a Transit Zone, an area where special lower accessory parking requirements apply for various types of affordable housing including income-restricted housing units. These are generally areas within one-half mile of a subway station where auto ownership rates are among the lowest in the city.

The Project Area is adjacent to elevated Long Island Railroad tracks abutting the southern side of the Project Area above Atlantic Avenue, a major east-west roadway measuring 120 feet wide and comprising seven driving lanes. Nostrand and New York Avenues are both one-way streets measuring 70 feet wide. A stairway and elevator tower is located on Atlantic Avenue at the western end of the Project Area, and a stairway is located on Atlantic Avenue at the eastern end of the Project Area, each providing access to the elevated Nostrand Avenue LIRR station.

Existing M1-1 zoning district
The Project Area has been mapped as an M1-1 district since 1961. M1-1 district boundary lines extend from a line parallel to, and 150 feet east of, Nostrand Avenue and parallel to, and 150 feet north of, Atlantic Avenue.

Light industrial uses (such as woodworking repair shops, repair shops and wholesale service and storage facilities), commercial uses (such as offices, most retail and service establishments), and certain community facilities (such as doctor's offices and houses of worship) are allowed as-of-right in M1-1 districts. Particular uses must comply with performance standards governing noise, vibration, smoke and other matter. M1-1 districts do not allow residential uses.

M1 districts are characterized by one- and two-story warehouses with loading bays and are often mapped as buffers between M2 or M3 districts and adjacent residential or commercial districts. Manufacturing and commercial uses are allowed up to a maximum floor area ratio (“FAR”) of 1.0 and certain community facilities are allowed up to a maximum of 2.4 FAR. A rear yard of at least 20 feet is required. The maximum height of a front wall or other portion of a manufacturing or commercial building is 30 feet or two stories, whichever is less (and 35 feet or three stories, whichever is less, for community facility buildings), above which the height of the building may not penetrate a sky exposure plane. Parking requirements vary according to use and for certain uses a requirement for up to 15 spaces may be waived. Loading berth requirements also vary by use; no berths required for less than 8,000 sf of floor area in connection with services, wholesale manufacturing or storage uses.

Existing buildings and uses within the Project Area
Lot 85 (1255 Atlantic Avenue), located at the western end of the Project Area, is the site of a former office, factory and storage building. The building's interior has been removed and it is unoccupied. A newly constructed stairway and elevator structure providing access to the elevated LIRR station is located on the sidewalk directly in front of the building. Lot 85 is split between C4-5D and M1-1 zoning districts. Only the eastern portion of Lot 85, consisting of approximately 2,000 sf mapped within an M1-1 district, is located within the Project Area.

Lot 84 (1259 Atlantic Avenue) contains a one-story Use Group 16 woodworking shop.

Lot 80 (1261-1267 Atlantic Avenue) contains a two-story building that is non-complying as to floor area. The building contains about 16,000 sf of gross floor area and is situated on an approximately 8,000 sf lot (2.0 FAR). The western half of the building is operating as a Use Group 7 tire sales establishment including installation services. The eastern portion of the building is unoccupied.

Lot 78 (1269 Atlantic Avenue) contains a one-story unoccupied Use Group 16 warehouse building. Lot 78 is split between a C4-5D zoning district, an R6B district and an M1-1 district. Only an approximately 12,000 sf portion of Lot 78 that is mapped within an M1-1 district is located within the Project Area.

Lot 77 (1275 Atlantic Avenue) is an unimproved, unlicensed parking lot.

Lot 72 (1281-1285 Atlantic Avenue) is non-complying as to floor area and contains non-conforming residential uses. The lot's size is approximately 34,681 sf and it is improved with four buildings: two four-story multiple dwellings, a two-story multiple dwelling and a one-story commercial building. In addition, a portion of the lot is used for open commercial vehicle storage. Lot 72 is split between an R6B district and an M1-1 district. Only the approximately 16,500 sf portion of Lot 72 that is mapped within an M1-1 district is located within the Project Area.

Lot 68 (1289 Atlantic Avenue), which is a part of the Development Site, is improved with a two-story building formerly used as a Use Group 7 contractor's establishment that is no longer occupied.

Lots 66, 65, 64 and 63 (1303-1305 Atlantic Avenue), which are also part of the Development Site, are unimproved and primarily used as an unlicensed parking lot.

Lot 62 (1313 Atlantic Avenue), which is a part of the Development Site, is improved with a two-story Use Group 6 hardware store. A stair structure on Atlantic Avenue and in front of Lot 62 provides access from the sidewalk to the Nostrand Avenue LIRR station.

Lots 61, 60, 59, 58, 57 and 56 (50- 38 New York Avenue) are each improved with a non-conforming two-, three- or four-story multi-family walk-up building constructed in the early 1900s. Lot 56 is split between an R6B district and an M1-1 district. Only an approximately 100 sf portion of Lot 56 that is mapped within an M1-1 district is included within the Project Area.

Lot 53 is an unimproved 7,800 sf unlicensed parking lot. Lot 53 is split between R6B and M1-1 zoning districts. Only the approximately 63 sf portion of Lot 53 that is mapped within an M1-1 district is included within the Project Area.

Lots 42 and 41 are each improved with four-story multi-family walk-up buildings fronting on Herkimer Street. Lots 42 and 41 are split between R6B and M1-1 districts. Only the approximately 282.25 sf of the rear yard of Lot 42 and 382.4 sf of the rear yard of Lot 41 that are mapped within an M1-1 district are included in the Project Area.

No other properties are affected by the proposed actions.

5. Description of the Proposed Development Site

The Development Site, which is located within the larger Project Area, consists of 27,090 sf of lot area. The Development Site is comprised of Lots 68, 66, 65, 64, 63 and 62 and has approximately 300 feet of frontage on Atlantic Avenue. The entire Development Site is mapped within an M1-1 zoning district and a Transit Zone.

Two buildings exist on the Development Site: an unoccupied two-story commercial building (1289 Atlantic Avenue, Lot 68) and a two-story hardware store (1313 Atlantic Avenue, Lot 62). The remainder of the Development Site is used as an unlicensed parking lot (1303-1305 Atlantic Avenue, Lots 66, 65, 64 and 63).

6. Description of the Proposed Development

The proposed rezoning would facilitate the construction of a new 14-story mixed use building having a total floor area of 151,589 sf (5.6 FAR) on the Development Site. The proposed uses within the building are residential, community facility and retail. Thirty-nine residential parking spaces are required and will be located in the cellar. No accessory off-street parking spaces are required for income-restricted housing units within a Transit Zone.

The Proposed Development will feature about 2,500 sf of landscaped seating area adjoining a modestly-sized ground floor retail space near the LIRR station entrance at the northwest corner of Atlantic and New York Avenues.

The proposed new building will contain about 20,232 sf of commercial floor area on the ground floor and 16,324 sf of community facility floor area on the second floor. Approximately 114,621 sf of residential floor area consisting of 112 apartments with be located on the floors above. At least 30% of the residential floor area within 34 apartments will be designated as affordable to households earning incomes at an average not exceeding 80% of income index pursuant to MIH Option 2.

The proposed building will be approximately 145 feet in height; however, the portion of the building located within 25 feet of an adjoining R6B district will be limited to a maximum height of 65 feet. Lot coverage on the corner lot portion of the zoning lot will be 100% and lot coverage

on the interior lot portion of the zoning lot will be 70%. An approximately 51-foot deep rear yard will be provided at the level of the second floor and 76-foot deep rear yard adjoining the third through fourteenth floors. An outdoor recreation area consisting of about 3,800 sf located on the roof of the fourteenth floor will be provided in accordance with the Quality Housing program.

The Proposed Development will potentially include discretionary financing from the New York City Housing Preservation and Development. The estimated completion year is 2027.

7. Actions necessary to facilitate the Project

Required Actions
The Applicant seeks approval of a zoning map amendment to change the Project Area from an M1-1 district to C4-5X and R6B districts, and a zoning text amendment to designate the Project Area as an MIH area. The proposed zoning text amendment would make the Project Area a Mandatory Inclusionary Housing designated area in which MIH Options 1 and 2 would be applicable. Option 1 requires that a minimum of 25% of the residential floor area be designated as affordable to households earning incomes with an average not exceeding 60% of the income index. Option 2 requires that a minimum of 30% of the residential floor area be designated as affordable to households earning incomes with an average not exceeding 80% of the income index. This project proposes to utilize Option 2.

The proposed zoning map amendment and zoning text amendment allow underutilized land to support mixed-use development that will improve the area's economic vitality and streetscape. The proposed actions encourage the production of new housing supply, including affordable housing, with access to transit and quality-of-life amenities. The proposed actions thereby help to achieve Mayor Eric Adams' goal of increasing capacity for high-quality new housing to address to New York City's housing shortage.

Proposed C4-5X District
The proposed C4-5X district permits all kinds of residences, community facilities, hotels, retail stores, amusements, large retail establishments and entertainment facilities. C4-5 districts are mapped in regional commercial centers that are located outside of central business districts and C4-5X districts are mapped in densely built areas. Residential buildings are governed by R7X district bulk regulations. Residential, commercial and community facility buildings are allowed a maximum 5.0 FAR, except that residential buildings are allowed a maximum FAR of 6.0 in areas designated as part of the Inclusionary Housing program. Rear yards of 30 feet are required for residential portions of buildings, and rear yards of 20 feet are required for commercial portions of buildings on non-corner lots. Maximum base height of a residential building is 85 feet and maximum building height is 120 feet (with a maximum base height of 105 feet and maximum building height of 145 feet for areas designated as part of the Inclusionary Housing Program). Special height regulations limit buildings located within 25 feet of a R6B district to a height of 65 feet. Off-street parking is required for 50% of the market rate dwelling units. Parking is not required for affordable housing units located in the Transit Zone. No parking is required for general retail or services uses. No loading berths are required for retail uses.

Proposed R6B District
The proposed R6B district allows residences of all kinds and community facilities. Residential and community facility buildings are allowed a maximum 2.0 FAR, except that residential buildings are allowed a maximum FAR of 2.2 in areas designated as part of the Inclusionary Housing program. No side yards are required except that open area must be at least 8 feet wide and rear yards must be at least 30 feet. Minimum base height is 30 feet, maximum base height is 40 feet and maximum building height is 50 feet. Setbacks of 10 feet from wide streets and 15 feet from narrow streets are required. Off-street parking is required for 50% of the market rate dwelling units. Parking is not required for affordable housing units located in the Transit Zone.

Standards and requirements of the Quality Housing Program apply to buildings containing residences located within R7X, R6B and the equivalent Commercial Districts. The Quality Housing program requires amenities relating to interior space, recreation areas and landscaping.

Land Use Rationale
The proposed actions are needed to allow the Proposed Development's residential use, 5.6 FAR and 145-foot height. Within the current M1-1 district, residential uses are not allowed as-of-right, bulk for allowed uses is restricted to 2.4 FAR, and building height is limited by a sky exposure plane beginning at a level 30 feet above curb.

The proposed rezoning would allow the creation of residential apartments, including affordable housing units, permitted as-of-right within the changed zoning district. In addition to the residential use, the Proposed Development would provide space for community facilities and local businesses. The Proposed Development's open landscaped area with seating adjoining a ground floor retail space would be an accessible and inviting environment that eases pedestrian flow near the Nostrand Avenue LIRR station entrance.

The proposed C4-5X district will allow for residential and commercial growth along a wide street with convenient access to public transportation and convenience retail and service establishments. The Project Area's location on a wide street adjoining elevated LIRR tracks provides adequate light and air to support additional density. The proposed C4-5X district would also maintain continuity with the C4-5D district mapped to the northwest of the Project Area along Nostrand Avenue and Fulton Street, which are heavily-trafficked streets lined with ground floor retail uses. Although the Surrounding Area is predominantly improved with 3- and 4-story brownstones, townhouses and apartment buildings, the Proposed Development will fit in to the existing built context among the several mid- to high-rise residential, mixed use and commercial buildings that exist near the Project Area: a 10-story mixed commercial and residential building at 1320 Fulton Street, Block 1861, Lot 119; and a 7-story mixed commercial and residential building at 1330 Fulton Street, Block 1861, Lot 20; an 11-story apartment building at 77 New York Avenue, Block 1208, Lot 1; and a 7-story commercial and office building at 1225 Atlantic Avenue, Block 1866, Lot 23.

Extent to Which Project Area Complies with Proposed District Regulations
The Proposed Development will comply with and conform to the applicable regulations of the proposed C4-5X district.

The following existing residential buildings located within the Project Area would become conforming and complying within the proposed C4-5X and R6B districts: the two four-story multiple dwellings and one two-story multiple dwelling at 1281-1285 Atlantic Avenue (Lot 72) as well as the two-, three- and four-story multi-family walk-up buildings at 48- 38 New York Avenue (Lots 60, 59, 58, 57 and 56). The building at 50 New York Avenue (Lot 61) would become conforming, but would remain slightly overbuilt.

The proposed rezoning is expected to encourage conforming development of three unoccupied and underutilized lots within the Project Area: the gutted former office, factory and storage building at 1255 Atlantic Avenue (Lot 85), the unoccupied Use Group 16 warehouse at 1269 Atlantic Avenue (Lot 78), and the unimproved unlicensed parking lot at 1275 Atlantic Avenue (Lot 77).

Only three existing commercial uses would become non-conforming in a C4-5X district: the Use Group 16 woodworking shop at 1259 Atlantic Avenue (Lot 84); the Use Group 7 tire sales establishment at 1261-1267 Atlantic Avenue (Lot 80); and the one-story commercial building and commercial vehicle storage at 1281-1285 Atlantic Avenue (Lot 72). A non-conforming use may lawfully continue, subject to certain limitations on alterations, changes in use, and enlargements and extensions.

Unimproved portions of Lots 53, 42 and 41 will be rezoned from an M1-1 district to an C4-5X district.

8. Conclusion

The Applicant, AA Atlantic LLC, seeks a zoning map amendment and zoning text amendment of approximately 92,000 sf located along the north block front of Atlantic Avenue between Nostrand and New York Avenues in the Bedford-Stuyvesant neighborhood of Brooklyn, Community District 3. The Applicant seeks approvals for a zoning map amendment to change

lots having approximately 550 feet of frontage on Atlantic Avenue, and 25 feet of frontage on New York Avenue, from M1-1 to C4-5X, and lots having 122 feet of frontage on New York Avenue from M1-1 to R6B.

The rezoning to C4-5X would facilitate the construction of a 14-story mixed-use development and the change to R6B would preserve existing residential use and structures. The proposed new building would contain a total of 151,589 sf (5.6 FAR), consisting of 20,232 sf of commercial uses, 16,735 sf of community facility uses, and 114,621 sf of residential uses. In addition, the Applicant seeks a zoning text amendment of Zoning Resolution Appendix F to designate the Project Area as an MIH area. Approximately 112 of the total proposed dwelling units would include 34 dwelling units (comprising 30% of the total residential floor area), that will be designated as permanently affordable to households with incomes having an average not exceeding 80% of AMI in accordance with MIH Option 2.