240 Nassau Street
Brooklyn Community District 2
June 2026

Discussion of Conditions & Findings in Support of Special Permit Pursuant to ZR § 74-752

ZR § 74-752 [Educational Construction Fund projects in certain areas]

In C6-9 Districts within the #Special Downtown Brooklyn District# and in C6-12 Districts within Brooklyn Community District 2 outside of the #Special Downtown Brooklyn District#, for #developments#, #enlargements# or #conversions# that include one or more #schools# on a tract of land owned by the New York City Educational Construction Fund, the City Planning Commission may permit the modifications set forth in paragraph (a) of this Section. For the purposes of this Section, a tract of land owned by the New York City Educational Construction Fund may also include a tract of land under single fee ownership or alternate ownership arrangements according to the #zoning lot# definition in Section 12-10, when such tract of land includes a parcel which was the site of a public school.

The New York City Educational Construction Fund ("ECF") and 240 Nassau Street Holdings, LLC (collectively, the "Applicants") request, among other actions, a special permit pursuant to Section 74-752 [Educational Construction Fund projects in certain areas] of the Zoning Resolution of the City of New York ("ZR") for modifications of certain Mandatory Inclusionary Housing ("MIH") and affordable housing, bulk, and loading requirements. The proposed special permit and associated zoning map and text amendments would facilitate the redevelopment of an approximately 79,807 square foot site (Brooklyn Block 110, Lot 25 and Block 111, Lot 1) (the "Development Site") in Downtown Brooklyn, Community District 2. A new approximately 1,436,526 square foot mixed-use development would be constructed at the Development Site with approximately 1,502 dwelling units, including 302 affordable units, a new 96,000 square foot school (121,000 gsf), local retail, cultural and community facility space, and approximately 37,050 square feet of new open space, of which 20,896 square feet would be Publicly Accessible Area ("PAA") (the "Proposed Development").

The proposed modifications described below facilitate the financing and site plan for the Proposed Development. The construction of Building B would include financing by tax-exempt bonds issued by ECF, which will own the school located in Building B and the residential component of Building A. Revenues derived from a 99-year ground lease of the residential component of Building A would be used to service the bond debt. The residential floor area in Building A would be market-rate residential units to provide a component of the ECF standalone financing of the school construction. With respect to the site plan, the configuration of the buildings is designed to maximize the PAA and increase neighborhood connectivity to Golconda Playground . The existing three-story school encompasses the entire block front along Navy Street between Nassau Street and Concord Street. While there is separation between the existing school and community facility buildings along Nassau Street, this area is secured so that it can be used for outdoor recreation by the school and is inaccessible to the public. The site plan reintroduces visual and physical connections to Golconda Playground from the midblocks of Nassau Street at the north of the Development Site and Navy Street at the east. Establishing connectivity at the midblocks is achieved by situating Building A and Building B at the northwestern and northeastern edges of the Development Site, respectively, and Buildings C and D along the southern edge of the site.

(a) Modifications

The Commission may modify:

(1) applicable ground floor #use# regulations;

No modifications to the applicable ground floor use regulations are sought for the Proposed Development.

(2) in a #Mandatory Inclusionary Housing area#, the affordable housing requirements of Section 27-10 (Administration of Affordable Housing);

Within an MIH Area, the MIH regulations set forth at ZR § 27-10 would apply to the Proposed Development, requiring that a portion of any residential floor area developed at the Development Site be permanently affordable and providing for further requirements with regard to the provision of such permanently affordable housing, including provisions regarding issuance of building permits and certificates of occupancy, and requirements for the distribution and bedroom mix of affordable housing units.

ZR § 27-131(a)(3)(i)

Pursuant to ZR § 27-131, depending on the MIH Option selected, between 20 percent and 30 percent of the total residential floor area within a development must be provided as permanently affordable housing units. MIH Option 1 requires 25 percent of the residential floor area to be affordable at a weighted average of 60 percent of the area median income ("AMI") with 10 percent at 40 percent AMI. To facilitate development of the proposed new school at the Development Site, a modification of ZR § 27-131(a)(3)(i)is necessary. The required MIH Option 1 percentage of residential floor area would be reduced from 25 to 15 percent, with 6 percent provided at 40 percent AMI. To allow for the financing of the school construction by ECF, a reduced affordable housing percentage would be required in connection with the proposed residential use within Building A. Instead of 25 percent of the residential floor area being set aside for affordable at an average of 60 percent AMI, 10 percent of the residential floor area of Building A would be designated as affordable at an average of 60 percent AMI. The balance of the affordable housing for the MIH Area would be constructed within Building C, such that in total, the amount of affordable floor area provided across the MIH Site would be at least 15 percent of the total residential floor area on the Development Site, at a weighted average of 60 percent AMI with at least 6 percent at 40 percent AMI. The proposed modification of ZR § 27-131(a)(3)(i) would allow for these percentages to satisfy the affordable housing requirement of ZR § 27-131(a)(1). While this application seeks a modification to allow a reduced percentage under MIH Option 1, from 25 to 15 percent, it should be noted than an additional 5 percent of the residential floor area is proposed to be provided as permanently affordable housing, with Building D developed as an entirely senior building for NYCHA residents.[1]

ZR § 27-151 (a) and (b)

Pursuant to ZR § 27-151(a) issuance of building permits is contingent on recordation of the MIH restrictive declaration, which is done simultaneously with closing on construction financing. Pursuant to ZR § 27-151(b) obtaining a certificate of occupancy is contingent on issuance of a completion notice by the NYC Department of Housing Preservation and Development ("HPD"). The proposed waiver of the provisions contained in ZR § 27-15 (a) and (b) would allow for flexibility with timing for the delivery of the affordable housing on the Development Site.

ZR § 27-16 (b) and (c)

Pursuant to ZR § 27-16(b), affordable housing units must be distributed throughout at least 65 percent of the stories of a development with not more than two-thirds of the units on any story being affordable housing units. Pursuant to ZR § 27-16(c), for the bedroom mix of affordable housing units, at least 50 percent of the units must be two-bedrooms or larger, and at least 75 percent of the units must be one-bedroom or larger, or the bedroom mix between affordable and standard units must be proportional. The proposed waiver of ZR § 27-16 would allow for flexibility in distributing the affordable housing units in Buildings A and C.

(3) other #bulk# regulations, except that the maximum permitted #floor area ratio# may not be increased; and

The Proposed Development would comply with the maximum permitted floor area ratio of 18.0 for the proposed C6-12 (R12 equivalent) zoning district pursuant to ZR § 23-22. Certain

[1] The Applicants intend to pursue NYCHA's Transfer of Assistance ("TOA") program under the U.S. Department of Housing and Urban Development's ("HUD") Rental Assistance Demonstration ("RAD") program, together with an allocation of Project-Based Vouchers ("PBVs"), to create new senior housing opportunities for existing NYCHA residents in Building D. In this structure, RAD/TOA would provide the mechanism for transferring or converting existing NYCHA assistance to support the new senior housing units, while the PBVs would provide the Section 8 rental assistance contract for the assisted units. The PBV assistance would be implemented pursuant to the federal regulations of 24 CFR Part 983.

modifications of bulk regulations for rear yard, base height, setback, street wall, and distance between buildings are necessary to facilitate the configuration of the site plan for the Proposed Development, as described below. The proposed modifications are the minimum necessary and would not have a perceptible impact on the surrounding built context, adjacent parkland, or open space. The proposed modifications to rear yard, base height, setback would allow an efficient residential floor plate and unit layout for Buildings A, C, and D, and an efficient school floor plate for Building B. The proposed modifications to street wall and distance between buildings allow the configuration of buildings and open space in the site plan, which reintroduces connectivity at the midblocks of Nassau and Navy streets to Golconda Playground . The proposed modifications allow massing of the buildings that reflects a disciplined architectural strategy predicated on restraint. Rather than relying on articulated formal gestures or modulated massing, the proposed buildings establish their character through controlled proportional systems and the regular repetition of facade elements. A limited material palette, combined with detailing calibrated to register texture, light, and shadow, produces a coherent, legible, and durable expression that relates harmoniously to the surrounding area. This systematic and contextually calibrated approach to bulk ensures that the requested modifications result in a better site plan for the school while producing minimal adverse effects on the scale, street wall, and essential character of the surrounding area. By prioritizing the public realm and the pedestrian experience at the ground floor, the design reinforces the integration of the school and residential program within the established context of Downtown Brooklyn.

Rear yard requirements

Pursuant to ZR § 23-342, in a C6-12 zoning district, buildings or portions of buildings at or below a height of 75 feet are required to have a residential rear yard with a depth of 20 feet at every rear lot line, and a 30 foot rear yard for portions above 75 feet.

As shown on the Proposed Plans, on sheet Z-005, a portion of Building A below a height of 75 feet does not provide a residential rear yard with a depth of 20 feet at the rear lot line abutting Golconda Playground . In addition, a portion of Building A above a height of 75 feet does not provide a 30 foot rear yard. Instead, Building A has a 12 foot rear yard below a height of 40 feet, no rear yard between a height of 40 and 85 feet, and a 20 foot rear yard above a height of 85 feet.

Maximum Base Height

Pursuant to ZR § 23-433, in a C6-12 zoning district, the maximum base height is 155 feet for zoning lots containing qualifying affordable housing or qualifying senior housing. Pursuant to ZR § 33-432, in a C6-12 zoning district, for community facility uses, the maximum street wall height is 85 feet or six stories, whichever is less, a setback with a depth of at least 15 feet is required from any street wall fronting on a wide street.

As shown on the Proposed Plans, on sheet Z-005, portions of Buildings A, C, and D would not provide the required setback at 155 feet. The north and west façades of Building A would rise without setback to 718 feet. The east and south façades of Building C would rise without setback to 820 feet with the westernmost portion of the south façade rising to 810 feet. The south façade of Building D would rise without setback to 235 feet. Portions of Building B would not provide the required setback at 85 feet at the northern and eastern façades, instead rising to a height of 150 feet without setback.

Standard setback regulations

Pursuant to ZR § 23-433, in a C6-12 zoning district, above the maximum base height of 155 feet for zoning lots containing qualifying affordable housing or qualifying senior housing, a setback with a depth of at least 10 feet is required from any street wall fronting on a wide street, and a setback with a depth of at least 15 feet is required from any street wall fronting on a narrow street. Pursuant to ZR § 33-432, in a C6-12 zoning district, above 85 feet or six stories, whichever is less, a setback with a depth of at least 15 feet is required from any street wall fronting on a wide street.

As shown on the Proposed Plans, on sheet Z-005, portions of Buildings A, C and D would not provide the required setbacks of 10 feet. The western wall of Building A is not setback along

Golconda Playground ,[2] which is treated as a wide street, and the northern wall along Nassau Street is only partially setback. Building C is not set back from Navy Street or Concord Street. Similarly, Building D is not set back from Concord Street. In addition, as shown on the Proposed Plans, on sheet Z-005, portions of Building B would not provide the required setbacks of 15 feet. Building B is not set back from Nassau Street or Navy Street.

Street Wall Location

Pursuant to ZR § 35-631(c), for street walls on buildings on a zoning lot that has a lot area of at least 40,000 square feet or occupies an entire block, at least 70 percent of the aggregate width of street walls are required to be located within 15 feet of the street line and extend to at least the minimum base height or the height of the building, whichever is less.

As shown on the Proposed Plans, less than 70 percent of the aggregate width of certain street walls of Buildings A, C, and D are located within 15 feet of the street line.

For Building A, the aggregate width of street walls at Nassau Street is 68 percent (155.4'/227.7'), 0 percent (0.0'/217.0') at Golconda Playground (Central), and 15.4 percent (15.0'/97.5') at Golconda Playground (North). For Building C, the aggregate width of street walls at Navy Street is 53.7 percent (59.5'/110.7'), and 67.3 percent (114.0'/169.3') at Concord Street. For Building D, the aggregate width of street walls at Golconda Playground (South) is 0 percent (0.0'/88.0'). The proposed modification to reduce the aggregate width of street walls supports the goal of increasing connectivity through the site at the midblocks of Nassau and Navy streets to Golconda Playground.

Distance Between Buildings/Building Segments

Pursuant to ZR § 23-371(c)(2) and 23-371(c)(1), the minimum distance between the portion of a building containing multi-family residences and any other separate building on the same zoning lot that are not connected at any level is 40 feet for portions of buildings lower than 125 feet. Portions higher than 125 feet must be at least 80 feet apart. Abutting buildings on a single zoning lot may be considered a single building. However, if two or more portions of a building are not connected or not abutting at a particular level, these separated portions are required to comply with the distance provision above.

As shown on the Proposed Plans, on sheet Z-005, certain distances between the buildings in the Proposed Development below a height of 125 feet are less than the minimum required distance of 40 feet. The distance between Buildings A and B is 30 feet; there is 24 feet between Buildings B and C; and Buildings C and D are abutting. Above a height of 125 feet, Buildings A and B are 30 feet apart; Buildings B and C are 24 feet apart, and Buildings C and D are abutting. The proposed modification to distance between buildings allows for the standalone school and residential density to be concentrated in higher buildings with smaller footprints, enabling more open space within the Development Site.

(4) #accessory# off-street parking and loading berth requirements.

Pursuant to ZR § 36-62 [Required Accessory Off-street Loading Berths], one loading berth is required to be provided for between 25,001 and 40,000 square feet of commercial floor area for Use Group VI retail uses.

As shown on the Proposed Plans, the Proposed Development would have a total of approximately 27,526 square feet of retail floor area within Buildings, resulting in a requirement of one loading berth. However, to facilitate the site plan for the Proposed Development, the required loading berth would not be provided. Instead, on-street loading would be provided in coordination with the NYC Department of Transportation. Buildings A, C, and D have adequate curb length to support on-street loading and each building would have a separate service entrance located away from primary

[2] Pursuant to ZR § 23-443[Special provisions for zoning lots adjoining public parks], "[i]n all districts, where a building adjoining a public park utilizes the provisions of Section 23-381, such public park shall be considered a wide street for the purpose of applying the regulations set forth in Sections 23-42 and 23-43 to any building or other structure on a zoning lot adjoining such public park." The Applicant is engaged in ongoing coordination with NYC Department of Parks and Recreation to obtain a preliminary determination regarding a light and air easement for Building A, which would be issued on the condition that a restrictive declaration be recorded against the benefited tax lots on the Development Site that memorializes certain conditions.

program entrances to facilitate uninhibited pedestrian access. Additionally, bump outs along Nassau Street would be provided at Building B to establish an area for school bus loading.

The following findings must be met for the City Planning Commission to issue the requested special permit pursuant to ZR § 74-752.

(b) Findings

To grant a special permit pursuant to this Section, the Commission shall find that:

(1) such modifications will facilitate the construction of one or more #schools# on the #zoning lot#;

The proposed modifications will facilitate the construction of a new 96,000 square foot (121,000 gsf) school at the Development Site.

(2) such ground floor #use# modifications will improve the layout and design of the #school# or #schools#, shall not have an adverse effect on the #uses# located within any portion of the #zoning lot# and will not impair the essential character of the surrounding area;

No modifications to the applicable ground floor use regulations are sought for the Proposed Development.

(3) such modifications to the affordable housing requirements in a #Mandatory Inclusionary Housing area# will facilitate significant public infrastructure or public facilities, including one or more #schools#, addressing needs that are not created by the proposed #development#, #enlargement# or #conversion#;

This modification will reduce the overall MIH Option 1 requirement from 25 to 15 percent across the Development Site, enabling the ECF standalone school construction financing. The modification to the MIH program is appropriate because it facilitates the development of a new public school, without the use of City capital funding, in an area with an identified need. The proposed state-of-the-art school facilities for pre-Kindergarten through 8th grade would create a better learning environment by providing modern educational facilities and additional public school capacity at the primary and intermediate school level in Community School District 13.

The proposed modifications to the affordable housing requirements in a MIH Area will facilitate a significant public facility, a new 96,000 square foot (121,000 gsf) school at the Development Site. The new school addresses a community need for an updated school. This need was not created by the Proposed Development - the existing public school building at 50 Navy Street that houses P.S. 287 (grades pre-Kindergarten through 5) and Community Roots Charter School (grades 6 through 8) is outmoded and in need of replacement. The aging building was built in 1953 and its electrical, ventilation, and acoustical systems are insufficient to serve the needs of the current and future school populations. Overall, the building lacks the appropriate facilities to provide a modern learning environment.

(4) such #bulk# modifications will result in a better site plan for the #school# or #schools# and will have minimal adverse effects on the surrounding area;

The proposed bulk modifications, which include rear yard, maximum base height, minimum setback, street wall location and distance between buildings, will result in a better site plan for the proposed school and will have minimal adverse effects on the surrounding area. The proposed modifications allow for the proposed school to be constructed as a stand-alone building, which will be oriented to front on Nassau Street, and for the residential density to be concentrated elsewhere on the site, in higher buildings with smaller footprints so that more open space can be provided within the Development Site, improving the connectivity from the school and new buildings to Golconda Playground . Each waiver facilitates building form that produces efficient floor plates, maximizes at-grade open space and allows for active, inviting ground floor uses. The proposed site plan results in increased circulation and provides for passive use of the PAA, while also providing opportunity for local retail space accessible from this PAA located within the Development Site in addition to bounding streets.

Additionally, adverse effects on the surrounding area would be minimal. As analyzed in the Environmental Impact Statement, there are no unmitigated significant adverse impacts. Instead, the Proposed Development would benefit the surrounding area with a new school, housing, local retail, community facility space, public space, and enhanced connectivity to Golconda Playground.

(5) such parking and loading modifications will improve the layout and design of the school and will not create serious traffic congestion or unduly inhibit vehicular or pedestrian movement and will not impair or adversely affect the development of the surrounding area.

The proposed loading modification, which would allow a reduction from one required loading berth to none, would improve the layout and design of the school by removing the need for curb cuts along any of the streets bounding the Development Site. Pedestrian safety and mobility would be improved by eliminating potential conflicts between pedestrians and vehicles accessing the loading at the Development Site via a curb cut. Additionally, the proposed loading modification would not create serious traffic congestion or unduly inhibit vehicular or pedestrian movement. While the commercial floor area in the aggregate exceeds the threshold for the loading berth requirement, the proposed Use Group VI retail use is situated across the site plan in three of the four buildings, including in the proposed school building, rather than concentrated in a single building. Moreover, the proposed commercial floor area only minimally exceeds the threshold for the loading berth requirement by 2,526 square feet. As a result, effects on traffic or vehicular movement resulting from the modification would likely be negligible. Pedestrian movement would be improved by the elimination of potential vehicular conflicts. Finally, the proposed loading modification would not impair or adversely affect the development of the surrounding area based on the modest amount of retail floor area that would be in excess of the loading berth requirement threshold.