CITY PLANNING COMMISSION

March 19, 2025 / Calendar No. 3 C 250014 ZMK

IN THE MATTER OF an application submitted by the New York City Department of City Planning pursuant to Sections 197-c and 201 of the New York City Charter for an amendment of the Zoning Map, Section Nos. 16c and 17a:

1. eliminating from within an existing R7A District a C2-4 District bounded by:

    a. Pacific Street, a line 100 feet southeasterly of Grand Avenue, a line midway between Pacific Street and Dean Street, and Grand Avenue; and

    b. Pacific Street, a line 315 feet northwesterly of Classon Avenue, a line midway between Atlantic Avenue and Pacific Street, a line 150 feet northwesterly of Classon Avenue, Pacific Street, Classon Avenue, a line midway between Pacific Street and Dean Street, and a line 440 feet northwesterly of Classon Avenue;

2. eliminating from within an existing R7D District a C2-4 District bounded by a line midway between Atlantic Avenue and Pacific Street, a line 100 feet southeasterly of Grand Avenue, Pacific Street, and Grand Avenue;

3. eliminating a Special Mixed Use District (MX-20) bounded by Pacific Street, a line 225 feet southeasterly of Classon Avenue, Dean Street, and Classon Avenue;

4. changing from an R6A District to an R7A District property bounded by Pacific Street, a line 260 feet southeasterly of Franklin Avenue, a line midway between Pacific Street and Dean Street, a line 100 feet southeasterly of Franklin Avenue, Dean Street, and Franklin Avenue;

5. changing from an R6B District to an R7D District property bounded by Dean Street, a line 260 feet northwesterly of Carlton Avenue, a line midway between Dean Street and Bergen Street, a line 360 feet northwesterly of Carlton Avenue, a line 130 feet southwesterly of Bergen Street, a line 100 feet northeasterly of Flatbush Avenue, Bergen Street, a line 100 feet southeasterly of 6th Avenue, a line 100 feet northeasterly of Bergen Street, and 6th Avenue;

6. changing from an R6A District to an R7-2 District property bounded by Halsey Street, a line 100 feet easterly of Nostrand Avenue, Macon Street, and Nostrand Avenue;

7. changing from an R6B District to an R7-2 District property bounded by Halsey Street, a line 300 feet easterly of Nostrand Avenue, Macon Street, and a line 100 feet easterly of Nostrand Avenue;

8. changing from an M1-1 District to a C4-3A District property bounded by a line 100 feet

southerly of Brevoort Place, a line midway between Bedford Place and Bedford Avenue, a line 100 feet northeasterly of Atlantic Avenue, and a line midway between Franklin Avenue and Bedford Place;

9. changing from an M1-1 District to a C4-5D District property bounded by a line 100 feet southerly of Brevoort Place, Herkimer Street, a line 100 feet easterly of Bedford Avenue, a line 100 feet northeasterly of Atlantic Avenue, and a line midway between Bedford Place and Bedford Avenue;

10. changing from a C6-2A District to a C6-3A District property bounded by the northeasterly boundary line of the Long Island Railroad Right-Of-Way (Atlantic Division), a line 200 feet southeasterly of Vanderbilt Avenue, a line midway between Atlantic Avenue and Pacific Street, and a line 150 feet southeasterly of Vanderbilt Avenue;

11. changing from an M1-1 District to a C6-3A District property bounded by:

    a. the northeasterly boundary line of the Long Island Railroad Right-Of-Way (Atlantic Division), a line 315 feet northwesterly of Classon Avenue, a line midway between Atlantic Avenue and Pacific Street, and a line 200 feet northwesterly of Underhill Avenue and its northeasterly prolongation;

    b. the northeasterly boundary line of the Long Island Railroad Right-Of-Way (Atlantic Division), Classon Avenue, a line midway between Atlantic Avenue and Pacific Street, and a line 150 feet northwesterly of Classon Avenue;

    c. a line midway between Lefferts Place and Atlantic Avenue, a line perpendicular to the northeasterly street line of Atlantic Avenue distant 210 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Atlantic Avenue and the easterly street line of Classon Avenue, the northeasterly boundary line of the Long Island Railroad Right-Of-Way (Atlantic Division), and Classon Avenue; and

    d. a line midway between Lefferts Place and Atlantic Avenue, Franklin Avenue, a line 100 feet southerly of Brevoort Place, a line midway between Franklin Avenue and Bedford Place, a line 100 feet northeasterly of Atlantic Avenue, Perry Place, Herkimer Place, a line 150 feet westerly of Nostrand Avenue, the northeasterly boundary line of the Long Island Railroad Right-Of-Way (Atlantic Division), a line 100 feet westerly of Nostrand Avenue, a line midway between Atlantic Avenue and Pacific Street, Bedford Avenue, the northeasterly boundary line of the Long Island Railroad Right-Of-Way (Atlantic Division), and a line perpendicular to the northeasterly street line of Atlantic Avenue distant 180 feet northwesterly (as measured along the street line) from the point of intersection of the northeasterly street line of Atlantic Avenue and the westerly street line of Franklin Avenue;

12. changing from an M1-1 District to an M1-3A District property bounded by the northeasterly boundary line of the Long Island Railroad Right-Of-Way (Atlantic Division), Bedford Avenue, Pacific Street, and a line perpendicular to the northeasterly street line of Pacific Street distant 80 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Pacific Street and the northeasterly street line of Franklin Avenue;

13. changing from an M1-1 District to an M1-1A/R6B District property bounded by a line 100 feet southerly of Herkimer Street, a line 150 feet westerly of Nostrand Avenue, Herkimer Place, Perry Place, a line 100 feet northerly and northeasterly of Atlantic Avenue, and a line 100 feet easterly of Bedford Avenue;

14. changing from an R7A District to an M1-2A/R6A District property bounded by Pacific Street, a line 315 feet northwesterly of Classon Avenue, a line midway between Atlantic Avenue and Pacific Street, a line 150 feet northwesterly of Classon Avenue, Pacific Street, a line 100 feet northwesterly of Classon Avenue, a line midway between Pacific Street and Dean Street, and a line 440 feet northwesterly of Classon Avenue;

15. changing from an M1-1 District to an M1-2A/R6A District property bounded by:

    a. a line midway between Atlantic Avenue and Pacific Street, a line 315 feet northwesterly of Classon Avenue, Pacific Street, a line 440 feet northwesterly of Classon Avenue, a line midway between Pacific Street and Dean Street, a line 100 feet northwesterly of Classon Avenue, Bergen Street, and a line 100 feet southeasterly of Grand Avenue;

    b. a line midway between Atlantic Avenue and Pacific Street, a line 100 feet northwesterly of Classon Avenue, Pacific Street, and a line 150 feet northwesterly of Classon Avenue; and

    c. a line midway between Atlantic Avenue and Pacific Street, a line 90 feet westerly of Franklin Avenue, a line perpendicular to the westerly street line of Franklin Avenue distant 40 feet southerly (as measured along the street line) from the point of intersection of the southwesterly street line of Atlantic Avenue and the westerly street line of Franklin Avenue, Franklin Avenue, the northeasterly boundary line of the Long Island Railroad Right-Of-Way (Atlantic Division), a line perpendicular to the northeasterly street line of Pacific Street distant 80 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Pacific Street and the easterly street line of Franklin Avenue, Pacific Street, a line 80 feet northwesterly of Franklin Avenue, Dean Street, a line 150 feet northwesterly of Franklin Avenue, Bergen Street, a line 100 feet southeasterly of Classon Avenue, Dean Street, a line 225 feet southeasterly of Classon Avenue, Pacific Street, and a line 100 feet southeasterly of Classon Avenue;

16. changing from an M1-4/R7A District to an M1-2A/R6A District property bounded by Pacific Street, a line 225 feet southeasterly of Classon Avenue, Dean Street, and a line 100 feet southeasterly of Classon Avenue;

17. changing from an R7A District to an M1-3A/R7D District property bounded by:

    a. Pacific Street, a line 100 feet southeasterly of Grand Avenue, a line midway between Pacific Street and Dean Street, and Grand Avenue; and

    b. Pacific Street, Classon Avenue, a line midway between Pacific Street and Dean Street, and a line 100 feet northwesterly of Classon Avenue;

18. changing from an R7D District to an M1-3A/R7D District property bounded by a line midway between Atlantic Avenue and Pacific Street, a line 100 feet southeasterly of Grand Avenue, Pacific Street, and Grand Avenue;

19. changing from an M1-1 District to an M1-3A/R7D District property bounded by:

    a. a line midway between Atlantic Avenue and Pacific Street, Grand Avenue, a line midway between Pacific Street and Dean Street, a line 100 feet southeasterly of Grand Avenue, Bergen Street, and a line 100 feet northwesterly of Grand Avenue;

    b. a line midway between Atlantic Avenue and Pacific Street, a line 100 feet southeasterly of Classon Avenue, Pacific Street, and a line 100 feet northwesterly of Classon Avenue; and

    c. a line midway between Pacific Street and Dean Street, Classon Avenue, Dean Street, and a line 100 feet northwesterly of Classon Avenue;

20. changing from an M1-4/R7A District to an M1-3A/R7D District property bounded by Pacific Street, a line 100 feet southeasterly of Classon Avenue, Dean Street, and Classon Avenue;

21. changing from an M1-1 District to an M1-4A/R9A District property bounded by the northeasterly boundary line of the Long Island Railroad Right-Of-Way (Atlantic Division), Franklin Avenue, a line perpendicular to the westerly street line of Franklin Avenue distant 40 feet southerly (as measured along the street line) from the point of intersection of the southwesterly street line of Atlantic Avenue and the westerly street line of Franklin Avenue, a line 90 feet westerly of Franklin Avenue, a line midway between Atlantic Avenue and Pacific Street, and Classon Avenue;

22. establishing within an existing R6A District a C2-4 District bounded by Dean Street, a line 100 feet southeasterly of Classon Avenue, Bergen Street, and a line 100 feet northwesterly

of Classon Avenue;

23. establishing within a proposed R7A District a C2-4 District bounded by Pacific Street, a line 100 feet southeasterly of Franklin Avenue, Dean Street, and Franklin Avenue; and

24. establishing a Special Atlantic Avenue Mixed Use District (AAM) bounded by the northeasterly boundary line of the Long Island Railroad Right-Of-Way (Atlantic Division), Classon Avenue, a line midway between Lefferts Place and Atlantic Avenue, Franklin Avenue, a line 100 feet southerly of Brevoort Place, Herkimer Street, a line 100 feet easterly of Bedford Avenue, a line 100 feet southerly of Herkimer Street, a line 150 feet westerly of Nostrand Avenue, the northerly boundary line of the Long Island Railroad Right-Of-Way (Atlantic Division), a line 100 feet westerly of Nostrand Avenue, a line midway between Atlantic Avenue and Pacific Street, Bedford Avenue, Pacific Street, a line 260 feet southeasterly of Franklin Avenue, a line midway between Pacific Street and Dean Street, a line 100 feet southeasterly of Franklin Avenue, Dean Street, Franklin Avenue, Pacific Street, a line 80 feet northwesterly of Franklin Avenue, Dean Street, a line 150 feet northwesterly of Franklin Avenue, Bergen Street, a line 100 feet southeasterly of Classon Avenue, Dean Street, a line 100 feet northwesterly of Classon Avenue, Bergen Street, a line 100 feet northwesterly of Grand Avenue, a line midway between Atlantic Avenue and Pacific Street, a line 125 feet southeasterly of Vanderbilt Avenue, Pacific Street, and Vanderbilt Avenue;

Borough of Brooklyn, Community Districts 3 and 8, as shown on a diagram (for illustrative purposes only) dated October 15, 2024, and subject to the conditions of CEQR Declaration E810.

This application for a zoning map amendment, and the related applications, was filed by the Department of City Planning (DCP) on October 10, 2024, in conjunction with related actions, for land use changes for 21 full or partial blocks to facilitate the Atlantic Avenue Mixed-Use Plan (AAMUP). AAMUP is a plan developed with community stakeholders and elected officials, in coordination with City and other public agencies, that supports housing and job growth in a transit-rich section of Central Brooklyn situated within the neighborhoods of Crown Heights and Prospect Heights in Community District 8 and Bedford Stuyvesant in Community District 3. The area subject to the proposed actions, referred to as the project area, is generally bounded by Vanderbilt Avenue to the west, Atlantic Avenue and Herkimer Street to the north, Bergen Street to the south, and Nostrand Avenue to the east. In addition, the project area includes a non-contiguous area bounded by Dean Street, Carlton Avenue, 6th Avenue, and St. Marks Avenue, as well as a second non-contiguous area bounded by Nostrand Avenue, Macon Street, Halsey

Street, and Marcy Avenue.

Implementation of the objectives of the plan and the shared long-term vision would create approximately 4,600 new homes, including 1,440 income-restricted homes, and 800,000 square feet of space for commercial, community facility and light industrial uses -- invigorating portions of the 120-foot-wide Atlantic Avenue thoroughfare and surrounding blocks, helping mitigate the housing crisis by allowing the development of new housing, and facilitating economic opportunity and the growth of local services and jobs, in an area suitable for such growth because of its strong public transit access and close proximity to major employment hubs, such as Downtown Brooklyn and Lower Manhattan. To accomplish these goals, DCP, the Department of Housing Preservation and Development (HPD), and the Department of Citywide Administrative Services (DCAS), propose a series of land use actions, including zoning map amendments, zoning text amendments, acquisitions and dispositions of City-owned property, and an Urban Development Action Area (UDAA) designation and Urban Development Action Area Project (UDAAP) approval.

RELATED ACTIONS

In addition to the zoning map amendment (C 250014 ZMK) that is the subject of this report, implementation of the proposed plan also requires action by the City Planning Commission (CPC or Commission) on the following applications, which are being considered concurrently with this application:

N 250015 ZRK	Zoning text amendment to establish the Special Atlantic Avenue Mixed Use District, establish a Mandatory Inclusionary Housing (MIH) area, and related sections
C 250016 HAK	Disposition approval, UDAA and UDAAP designation located at 542 Dean Street (Block 1136, Lot 29, 32, 33, 34, 35)
C 250017 HAK	Disposition approval, UDAA and UDAAP designation located at 516 Bergen Street (Block 1143, Lot 25)
C 250018 PQK	Acquisition of property by the City located at 1110 Atlantic Avenue

	(Block 1126, Lot 32)
C 250019 PQK	Acquisition of property by the City located at 1134-1142 Pacific Street (Block 1205, Lots 11, 14, 111)
C 250020 PQK	Acquisition of property by the City located at 516 Bergen Street (Block 1143, Lot 25)
C 250021 PPK	Disposition of City-owned property located at 1110 Atlantic Avenue (Block 1126, Lot 32)
C 250022 PPK	Disposition of City-owned property located at 457 Nostrand Avenue (Block 1844, Lot 1)
C 250023 PPK	Disposition of City-owned property located at 1134-1142 Pacific Street (Block 1205, Lots 11, 14, 111)

BACKGROUND

The Atlantic Avenue Mixed-Use Plan (AAMUP) builds on over ten years of public outreach and engagement, spearheaded by Community Board 8's "M-CROWN" planning effort, to re-envision an industrial-zoned section of Prospect Heights, northwestern Crown Heights, and southern Bedford Stuyvesant with a mix of housing and jobs, including substantial amounts of income-restricted housing, coupled with infrastructure, capital, and programmatic investments. Despite being close to public transit and accessible to local and regional job hubs, the existing M1-1 zoning across much of AAMUP, unchanged since 1961, has stifled new development, resulting in large swaths of land utilized for parking, open storage, warehousing, and self-storage.

Meanwhile, over the past few decades, demand for housing has skyrocketed across Central Brooklyn, and the neighborhoods surrounding AAMUP have been subject to area-wide contextual rezonings by DCP or mapped as Historic Districts by the Landmarks Preservation Commission (LPC) in an effort to preserve the built character. This has further increased pressure on the existing housing stock and limited capacity to accommodate new housing, part of a broader citywide housing crisis exemplified by a vacancy rate of 1.4%, according to the 2023 NYC Housing and Vacancy Survey. Since 2019, seven private applications have also been

approved in AAMUP, spurring a request in 2022 from local elected officials, Community Boards, and stakeholders for a neighborhood-wide, holistic plan sponsored by the City, rather than piecemeal, private-led rezonings. In response, DCP and City agencies, partnering with elected officials, Community Boards 3 and 8, and various stakeholders, launched AAMUP in 2023, and over the course of that year, embarked on an engagement process culminating in the release of the AAMUP Community Vision and Priorities Report in that same year, which has served as a guidepost for goals and strategies.

To facilitate and implement this vision, DCP, together with HPD and DCAS, propose a series of land use actions, including zoning map amendments, acquisition, disposition of City-owned property and Urban Development Action Area (UDAA) designation and Urban Development Action Area Project (UDAAP) approval, and zoning text amendments establishing a new Special District and Mandatory Inclusionary Housing (MIH).

After this application was certified, the City Council adopted with modifications the City of Yes for Housing Opportunity zoning text amendment (N 240290 ZRY) on December 5, 2024.

The proposed actions would affect an approximately 21-block area, primarily along Atlantic Avenue in Brooklyn Community Districts (CDs) 3 and 8, and generally bounded by Vanderbilt Avenue to the west, Nostrand Avenue to the east, Herkimer Street to the north, and Bergen Street to the south. In addition, the proposed actions would affect two noncontiguous areas on a portion of two blocks bounded by 6th Avenue to the west, Carlton Avenue to the east, Dean Street to the north, and St. Marks and Flatbush Avenues to the south; and a portion of one block bounded by Halsey Street to the north, Macon Street to the south, Nostrand Avenue to the west, and Marcy Avenue to the east.

Among its core goals, the proposed actions are intended to reinvigorate portions of the 120-foot-wide Atlantic Avenue thoroughfare and surrounding blocks, help alleviate the housing crisis by allowing the development of new housing, including affordable housing, and facilitating economic opportunity and the growth of local services and jobs, in an area that has excellent

public transit access and is near the major employment hubs of Downtown Brooklyn and Lower Manhattan. The proposed actions also seek to facilitate the redevelopment of sites owned by HPD, the Department of Education (DOE), New York City Transit (NYCT), and a nonprofit service provider and affordable housing developer. Beyond these actions, the Plan would also be reinforced by strengthened local community resources and improvements in the public realm to expand sustainability, safety, mobility, and neighborhood connectivity. In particular, the proposed actions seek to accomplish the following objectives:

- Implement community-identified priorities for housing, services, and job growth, and reinforce proposed investments into community amenities and the streetscape.
- Allow for new housing in appropriate locations and require permanently affordable housing in new residential developments.
- Establish the area as a local job hub that serves surrounding neighborhoods and new residents and promotes a walk-to-work environment.
- Ensure the area evolves into a mixed-use neighborhood that supports new housing and space for local retail, community facilities and services, and commercial and light industrial uses.
- Encourage the investment in, and expansion of, non-residential uses to help the growth of more job-dense uses in appropriate locations.
- Strengthen the quality of the Atlantic Avenue streetscape, improve safety along the corridor and at surrounding key intersections for all road users, enhance the pedestrian experience along the sidewalk, and find opportunities to improve existing and create new open spaces.
- Support active ground floor uses along key corridors, including Atlantic Avenue, Grand Avenue, Classon Avenue, and Bedford Avenue.
- Create special zoning rules to improve urban design and accommodate unique development conditions.

Project Area History

Atlantic Avenue serves as one of Brooklyn's widest and longest thoroughfares, spanning across

several neighborhoods from the East River waterfront to Jamaica, Queens. During the 19th century, the Long Island Rail Road (LIRR) ran a freight and passenger rail line at-grade along Atlantic Avenue, bringing raw materials into Brooklyn from Long Island, leading to many industrial, distribution-based businesses along the corridor and surrounding blocks, intermingling with the existing rowhouses and apartment buildings. In the early 1900s, as Brooklyn densified, Long Island suburbanized and industry along the line receded, freight service was discontinued and the rail line was subsequently buried below Atlantic Avenue operating as a passenger-only service. Concurrently with the rapid growth of the automobile and suburbanization of Long Island, portions of Atlantic Avenue in Central Brooklyn evolved into an auto-centric corridor with gas stations, vehicle repair shops, warehouses, and distribution centers. In 1961, the area was mapped with an M1-1 zoning district, codifying the area as a low-rise, auto-oriented corridor. Due to the M1-1 district's low allowable densities and heights, high off-street parking and loading requirements, and use limitations, this zoning significantly constrained the growth of commercial and industrial businesses in the area, disincentivizing investment and did not allow the replacement of non-conforming homes and apartment buildings with new housing. Today, the area consists of many vacant and underutilized lots, single-story warehouses, self-storage, and auto-related uses.

In contrast, the areas immediately surrounding the M1-1 district are mainly built up and thriving with residential, community facility, and active retail uses. Housing demand has soared in Crown Heights, Prospect Heights, Clinton Hill, Bedford Stuyvesant, and other neighborhoods surrounding Atlantic Avenue, which benefit from the strong access to public transit and major employment hubs, such as Downtown Brooklyn and Lower Manhattan. To prevent new, potentially out-of-context development, starting in the 1990s, large swaths of these neighborhoods were mapped with contextual zoning districts and designated historic districts, and, while these successfully protected the built character of these neighborhoods, it placed increasing pressure on the existing housing stock and other neighborhoods around the city to meet the growing demand, putting many long-time residents at greater risk of displacement. These same physical protections also pushed private rezonings towards the wider corridors and industrial-zoned parts of Atlantic Avenue to accommodate new housing growth.

Existing Context

The project area is approximately 72.5 acres, split between Crown Heights and Prospect Heights to the south of Atlantic Avenue and Bedford Stuyvesant to the north of Atlantic Avenue. Sub-areas include Atlantic Avenue, a prominent east-west corridor, north-south corridors (Vanderbilt, Grand, Classon, Franklin, Bedford, and Nostrand Avenues), interior mid-blocks, and two non-contiguous areas with parcels of land owned by HPD and DOE. The project area is located approximately one half of a mile to the north of Eastern Parkway and Prospect Park, and a few blocks east of the Atlantic Terminal regional transit hub, which serves as a gateway to Downtown Brooklyn.

Atlantic Avenue

Atlantic Avenue is a 120-foot-wide corridor that runs east-west and traverses several neighborhoods, connecting Brooklyn's East River waterfront with Jamaica, Queens. Within Central Brooklyn, Atlantic Avenue is a DOT-designated through truck route with four to six lanes of traffic and narrow sidewalks. The LIRR Atlantic Branch is buried below the center median until it rises above grade east of Bedford Avenue to a height of 14 feet. The Franklin Avenue Shuttle, a single-track elevated subway line, runs north-south through the project area, crossing Atlantic Avenue above-grade with a height of approximately 17 feet.

Historically, a freight and passenger rail line ran at-grade along Atlantic Avenue between then-rural Long Island, Brooklyn and the docks along the East River waterfront. In response to receding demand from industrial businesses processing goods, freight service was discontinued in the early 1900s while passenger service continued. In the 1940s, as part of the City's effort to eliminate grade-level crossings, large sections of the railroad were either buried in a tunnel or elevated above Atlantic Avenue. With the emergence of the automobile, auto-related businesses flourished along Atlantic Avenue including gas stations, auto repair and service stations, garages and showrooms, and warehouse and distribution uses. While the area was initially mapped as an "unrestricted" zone in 1916--allowing a mix of residential, commercial, and industrial uses--it was subsequently mapped with an M1-1 district in 1961, furthering the trend of auto-related uses

and discouraging investment in the existing residential building stock. Over the next 40 years, Atlantic Avenue became an auto-service corridor and through-route for drivers and freight trucks moving between Queens and Brooklyn, residential buildings deteriorated and were demolished, and open storage and parking increased. Presently, the corridor comprises mainly low-rise auto-oriented uses, distribution, building and restaurant supply stores, eating and drinking establishments, self-storage, and some remaining non-conforming residential uses and non-complying commercial loft buildings which pre-date the M1-1 zoning. Atlantic Avenue is also one of the most dangerous corridors in the city for traffic incidents with narrow sidewalks, ranging from eight to 16 feet. Between 2016 and 2020, 32 people were either killed or seriously injured per mile. Further, the MTA operates out of two lots along the south side of Atlantic Avenue near the corner of Franklin Avenue (Block 1126, lots 32 and 57). Lot 32 is 25,749 square feet and is owned by the City, occupied by the MTA under a master lease, and improved with a cable repair facility. Lot 57 is 30,230 square feet, owned in fee by the MTA, and used for open vehicle storage.

North-South Corridors

The project area comprises six north-south corridors that serve as local commercial thoroughfares and connections between the neighborhoods of Crown Heights and Prospect Heights to the south and Bedford-Stuyvesant and Clinton Hill to the north. Compared to Atlantic Avenue, these corridors have shorter lengths between blocks, generally 200 to 220 feet.

Vanderbilt Avenue is a 100-foot-wide neighborhood retail corridor connecting Atlantic Avenue with Grand Army Plaza to the south, and is primarily improved with medium-density mixed-use walk-up apartment buildings with ground-floor retail, restaurants, bars, and local services. Pacific Park, a state-led, multi-phased development project subject to a General Project Plan (GPP), is located immediately west on the western side of Vanderbilt Avenue and includes 18- to 23-story apartment buildings with ground floor retail and publicly accessible open space, as well as a below-grade open rail yards for LIRR which is proposed to be decked over to facilitate more housing, retail, and open space.

Underhill Avenue is a 70-foot-wide street that terminates at Atlantic Avenue in the north and Eastern Parkway in the south. The corridor mostly consists of three- to six-story residential and institutional buildings, some of which contain ground-floor commercial. Washington Avenue is an 80-foot-wide street with predominantly three- to six-story mixed use buildings with ground floor retail and residential above, while serving as a connection to the Clinton-Washington Avenue C subway station to the north. Classon and Franklin Avenues, both 70-foot-wide streets, and Nostrand Avenue, an 80-foot-wide street, serve as local commercial thoroughfares with access to subway stations two blocks to the north at Fulton Street. These corridors are primarily improved with medium-density, mixed-use buildings with ground-floor retail. Bedford Avenue, an 80-foot-wide street that runs from Williamsburg to Sheepshead Bay, serves as an important connection between north and south Brooklyn. Bedford Avenue is characterized primarily by three- to nine-story residential buildings and houses of worship.

Interior Mid-Blocks

The project area comprises interior, mid-block portions of Bergen, Dean, and Pacific Streets, which are 70 feet wide, and Herkimer Place, which is 50 feet wide. The western mid-blocks between Grand and Classon Avenues are characterized by large, underutilized lots that are either vacant or used for warehousing, open storage, and vehicular or truck parking, along with clusters of pre-existing, non-conforming residential uses. The eastern mid-blocks between Classon and Franklin Avenues are characterized by one- and two-story warehouses, along with multi-story, loft-style buildings, some of which have been adaptively reused and converted to office, art studios, community facilities, and light industrial uses, such as the former Studebaker automotive showroom at 1000 Dean Street or the nonprofit-owned facility operated by the Greenpoint Manufacturing Design Center (GMDC) at 1102 Atlantic Avenue. Herkimer Place is characterized by a cluster of one- to two-story warehouse buildings used for storage or occupied by building contractors. Along Pacific Street between Franklin and Bedford Avenues is a 19,200 square-foot parcel at 1134-1142 Pacific Street comprised of three lots (Block 1205, Lots 11, 14, 111) occupied with a vacant building and open area. This parcel was subject to an accelerated UDAAP approval in 1987 to facilitate a rehabilitation project for affordable housing and became transitional housing for the formerly homeless. The property was subsequently transferred to

Acacia Network and Promesa Residential Health Care Facility, Inc. This site is subject to a disposition and acquisition action to facilitate a fully income-restricted housing development, described in greater detail below.

Bedford Atlantic Armory

The Bedford Atlantic Armory, located within the project area at 1164 Atlantic Avenue (Block 1199, Lot 15), is an approximately 165,000 square-foot former armory built in 1895 and designated as a landmark by the Landmarks Preservation Commission (LPC). It is currently operated by the Department of Homeless Services (DHS) as a single men's shelter with 400 beds in the headhouse portion, while the drill hall space contains storage, laundry, and officer training facilities.

HPD and DOE Parcels

In addition to the areas described above, the project area includes parcels by HPD and DOE in two non-contiguous geographies. These parcels are included to facilitate development on these City-owned lots and encompass portions of two blocks in Prospect Heights along Dean and Bergen Streets operated by HPD, and a portion of one block at 457 Nostrand Avenue operated by DOE as an adult education center and accessory parking lot.

<u>HPD Parcels on Dean and Bergen Streets</u>

The HPD parcels on Dean and Bergen Street are located on portions of two blocks in Prospect Heights directly to the east and south of Dean Playground, generally bounded by Dean Street to the north, St. Marks Avenue to the south, Carlton Avenue to the east, and 6th Avenue to the west. This area consists primarily of two City-owned parcels of land under the jurisdiction of HPD, as well as privately owned lots within the proposed rezoning area. The first HPD site is 542 Dean Street, a 17,145 square-foot parcel located on the south side of Dean Street between 6th Avenue and Carlton Avenue, consisting of five vacant lots (Block 1136, Lots 29, 32, 33, 34, 35) used for parking HPD vehicles involved with emergency outreach, housing maintenance complaints and violations, and community outreach. The second HPD site is 516 Bergen Street, a 17,051 square-foot lot (Block 1143, Lot 25) improved with a mostly vacant, two-story building located on the

south side of Bergen Street between 6th Avenue and Carlton Avenue and a portion of the site currently used for HPD vehicle parking. The project area also includes three- to five-story residential and mixed-use buildings with ground floor commercial uses; two-story commercial buildings; a church and parking lot; a nine-story warehouse; a three-story, multi-family walk-up building; a two- story, two-family home; and a City-owned fire station (Engine 219, Ladder 105) operated by the Fire Department of New York City (FDNY).

Department of Education (DOE) Parcel

The DOE parcel is a 60,000 square-foot lot owned by DOE at 457 Nostrand Avenue (Block 1844, Lot 1) at the intersection of Nostrand Avenue and Halsey Street. Nostrand Avenue is a 70-foot-wide street and Halsey Street is a 70-foot-wide street. The western portion of the development site is home to the Girls High School, constructed in 1886 and designated as a landmark by LPC (LP-1246), in addition to being situated within the Bedford Historic District (LP-2514). The building is currently occupied by the Brooklyn Adult Learning Center. The eastern portion of 457 Nostrand Avenue consists of a 30,000 square-foot parking lot.

Public Transit Access and Bicycle Infrastructure

The project area is served by the A, C, and S subway lines. The A and C run east-west along Fulton Street and stop at Clinton-Washington Avenues (C), Franklin Avenue (C), and Nostrand Avenue (A/C). The Franklin Avenue Shuttle (S) has its northern terminus at the Franklin Avenue C station and runs north-south between the project area and Prospect-Lefferts Gardens. The HPD and DOE parcels are each within one block of the Bergen Street (2/3) and Nostrand Avenue (A/C) subway stations. The Long Island Rail Road (LIRR) Nostrand Avenue stop is located at the corner of Atlantic and Nostrand Avenues, providing east-west commuter rail service between Atlantic Terminal, Jamaica, and Long Island further to the east. Additionally, approximately one-half mile to the west of the project area is Atlantic Terminal, Brooklyn's largest transit hub with access to ten subway lines, the LIRR, and several bus lines.

Numerous bus lines traverse the project area. The B69 bus operates along Vanderbilt Avenue, connecting Kensington, Windsor Terrace, and Park Slope in the south to DUMBO and the

Brooklyn Navy Yard in the north. The B45 bus operates along Washington Avenue, connecting Downtown Brooklyn in the west to Crown Heights in the east. The B48 bus runs northbound on Classon Avenue and southbound on Franklin Avenue, connecting Prospect Lefferts Gardens in the south to Greenpoint in the north. The B49 bus runs southbound on Bedford Avenue and northbound on Rogers Avenue, connecting Bedford-Stuyvesant with Manhattan Beach. Finally, the B44 and B44 Select Bus Service run northbound on Rogers Avenue and southbound on Nostrand Avenue, connecting Williamsburg in the north to Sheepshead Bay in the south. Bicycle lanes are located on Vanderbilt, Washington, Classon, Franklin, and Bedford Avenues, as well as Dean and Bergen Streets. Vanderbilt Avenue is also regularly closed to vehicular traffic as an "Open Street" during summer month weekends.

Public Parks and Open Space

The Department of Parks and Recreation (DPR) operates two public open spaces in the project area. Lowry Triangle, located at the intersection of Atlantic, Underhill, and Washington Avenues, is a 0.11-acre park with benches, trees, and other passive uses. Adjacent to Lowry Triangle is Underhill Plaza, a public plaza closed to vehicles operated by DOT. Dean Playground -- located on the block bound by Dean Street to the north, Carlton Avenue to the east, Bergen Street to the south, and Sixth Avenue to the west -- is a 1.3-acre space with active uses including playgrounds and sports fields. Three blocks to the east of the project area is St. Andrews Playground, a 3.38-acre park with active and passive features, which is undergoing a $24.2 million reconstruction.

Population, Housing, and Employment Trends

Within the Census Tracts overlapping within a quarter mile of AAMUP, from 1970 to 1980 the population declined by 29 percent from 130,452 to 95,163 – a citywide trend of population loss that also disproportionately affected parts of Central Brooklyn such as AAMUP where the M1-1 zoning rendered existing housing non-conforming and prohibited new residential use. From 1980 to 1990, the population rose 11 percent to 106,090, in part due to an influx of immigrants from the Caribbean, then stabilized and dropped to 102,337 in 2010. Between 2010 and 2020, the population grew 15 percent to 119,021, which, notably, still remains below the area's peak

population in 1970. These population trends have been accompanied by major racial and demographic shifts. In Community Districts 2, 3, and 8, the Black non-Hispanic population from 2010 to 2020 declined by 12 percent, 20 percent, and 24 percent, respectively, while the White non-Hispanic population increased by 40 percent, 130 percent, and 91 percent, and the Asian population increased by 109 percent, 147 percent, and 104 percent. Meanwhile, between 2010 and 2020, the quarter mile context area grew by 16,644 residents and added 8,775 new housing units, which are highly concentrated at the state-led Pacific Park development sites and along certain corridors or pockets that were recently rezoned, either as part of contextual rezonings or private applications. According to DCP's Displacement Risk Index, which classifies risk based on population vulnerability and housing and market conditions, Prospect Heights has the 'lowest' risk, Clinton Hill has a 'lower' risk, Crown Heights North has an 'intermediate' risk, and Bedford Stuyvesant has a 'higher' risk. Based on Census survey data, between 40% and 50% of the population is also either rent-burdened or severely rent-burdened, consistent with the city and borough-wide averages.

Approximately 890 jobs are registered within the primary AAMUP area, according to data from the New York State Department of Labor Quarterly Census of Employment and Wages. Approximately one quarter are classified as being in industrial-based sectors, such as wholesale and construction, while fewer are in manufacturing and warehousing/transportation. Commercial-based sectors account for the lion share of jobs, comprised of retail, accommodation and food services, other services, and information, financial, and business services. From 2013 to 2023, there was a reduction of 129 jobs in industrial-based sectors and an increase of 202 jobs in local services, 54 jobs in healthcare and social assistance, and 124 jobs in office-based sectors.

Recent Planning and Public Engagement

Following the 2013 area-wide rezoning of Crown Heights West, CB 8 formed a land use sub-committee called M-CROWN to establish a vision for housing and job growth within an M1-1 zoning district in Community District 8. In 2015, CB 8 adopted a Resolution with a zoning proposal to support new mixed-income housing and living-wage jobs, envisioning expanded industrial uses and restrictions on retail, nightlife, and eating and drinking establishments. In

2016, DCP began engaging with CB 8 on an existing conditions analysis and land use study. In an effort to plan holistically for both sides of the corridor, the M1-1 area on the northern side of Atlantic Avenue within Community District 3 was added to the study. In 2018, DCP released a land use framework with the goal of reaching consensus on a shared vision for growth and guide private rezoning applications. The framework identified three sub-areas: the Atlantic Avenue Mixed-Use Sub-Area to support growth of a major corridor with a high-density mix of commercial and residential uses; the Western Mid-Block Mixed-Use Sub-Area to encourage moderate density, mixed-use development with greater density along the north/south avenues; and the Eastern Mid-Block Commercial and Industrial Sub-Areas to maintain and support clusters of industrial and commercial uses, but not allow new residential uses.

Following a revised Resolution from CB 8 in 2019, DCP continued to engage with CB 8 on the topics of urban design and demographic and population trends. In response to a letter in 2022 from local elected officials, Community Boards, and organizations requesting a City-sponsored plan, the City began undertaking a neighborhood plan and developing an outreach strategy. Partnering with an engagement consultant, local Council Members, and sister agencies, a new outreach process and planning effort was formed, renamed as the Atlantic Avenue Mixed-Use Plan or "AAMUP" to distinguish from M-CROWN and recognize the expanded geography, scope, and public engagement. In conjunction with the new engagement process, a steering committee was also formed to provide support, consisting of local Council Members, Community Board leadership, and other key stakeholders. Kicked off in the winter of 2023, the outreach process consisted of nine working group meetings organized by three topic areas, three open house-style workshops, and nine steering committee meetings. Based on the feedback heard during outreach, in August 2023 the *AAMUP Community Vision and Priorities Report* was released, summarizing the engagement process and key priorities, including the creation and preservation of affordable housing with a mix of uses and density anchored on Atlantic Avenue, a coordinated public realm and open space plan, and providing job training and assistance to local businesses, such as by reactivating the Bedford Atlantic Armory. As part of the report, 2018 DCP framework was revised, adjusting the non-residential areas to mixed-use areas in response to consistent public feedback seeking to allow housing in these geographies and treat

the sub-areas more equitably.

Based on its own community outreach, HPD issued a Request for Proposals (RFP) in 2021 to develop affordable housing on two underutilized City-owned sites in Prospect Heights at 542 Dean Street and 516 Bergen Street as part of an initiative to build opportunity among minority- and women-owned developers. The RFP reflected recommendations from its community outreach held between 2020 and 2021 and identified goals for the sites, which were compiled into a Community Visioning Report with priorities related to open public space and arts and cultural programming. The proposed developments, which are described in further detail below, were designated in August 2023 (542 Dean Street) and January 2024 (516 Bergen Street).

After the release of the *AAMUP Community Vision and Priorities Report*, in the fall of 2023 DCP shared a draft zoning framework and held a Scoping Meeting to solicit input on the analyses related to the forthcoming environmental review. During the period prior to certification in 2024, DCP continued to engage with the community, holding a business roundtable with the Department of Small Business Services (SBS), a tenant and homeowner resource fair with HPD, and an open house-style public realm workshop with the Department of Transportation (DOT).

Prior Land Use Actions within the Surrounding Area

Over the past few decades, portions of AAMUP and the surrounding area have been subject to several land use actions, such as area-wide rezonings sponsored by DCP, historic districts designated by LPC, and private applications initiated by individual owners.

Contextual Area-Wide Rezonings

Nearly the entire area surrounding the project area has been subject to area-wide rezonings sponsored by DCP at the request of local Community Boards, including a 53-block rezoning of Prospect Heights in 1993 (C 930430 ZMK), a 99-block rezoning of Fort Greene-Clinton Hill in 2007 (C 070430 ZMK, N 070431 ZRY), a 206-block rezoning of Bedford Stuyvesant South in 2007 (C 070447 ZMK, N 070448 ZRY), and a 55-block rezoning of Crown Heights West in 2013 (C 130213 ZMK, N 130212 ZRK). The primary objective of these rezonings was to protect

and maintain the low-rise, row-house-style neighborhood character. Specific corridors, such as Fulton Street, Atlantic Avenue, and Franklin Avenue, were mapped with R7A or R7D residential districts to encourage moderate growth and incentivize affordable housing within new developments in conjunction with the mapping of voluntary-based Inclusionary Housing areas. Specifically, the Fort-Greene Clinton Hill Rezoning changed the zoning on the northern frontage of Atlantic Avenue between Vanderbilt Avenue and Classon Avenue from M1-1 to R7A/C2-4, while the Crown Heights West Rezoning changed the zoning from R6 to R7A along Franklin Avenue. Along Fulton Street, one block to the north of the project area, the Fort-Greene Clinton Hill and Bedford Stuyvesant South Rezonings mapped R7A/C2-4, R7D/C2-4, and C4-5D districts.

Historic Districts and Landmarks

Immediately surrounding the project area are three Historic Districts and several individual landmarks designated by LPC. The Prospect Heights Historic District, designated in 2009 (LP-2314) and covering 850 buildings, is located directly south of the project area along Vanderbilt Avenue and east of the project area along Dean Street, adjacent to the HPD-owned parcel at 542 Dean Street. The Crown Heights North Historic Districts, designated in 2007 (LP-2204) and covering 470 buildings, is located directly south and southwest of the project area running along Dean Street from Bedford Avenue to Kingston Avenue. The Bedford Historic District, designated in 2015 (LP-2514) and covering 824 buildings, is within the project area at 457 Nostrand Avenue, which is also the location of an LPC-designated landmark (Girls High School). Collectively, the Historic Districts include Italianate, Neo-Grec, Queen Anne, Georgian, Romanesque Revival, and Renaissance Revival structures from the 1870s and 1890s. More Historic Districts have been designated within one mile of the project area, including Fort Greene (1978), Clinton Hill (1981), Stuyvesant Heights and Expanded Stuyvesant Heights (1971, 2013), Crown Heights North II and III (2011, 2015), and Alice and Agate Courts (2009).

Three individual landmarks are in the project area. Built in 1895 and designated in 1977, the 23rd Regiment Armory ("Bedford Atlantic Armory") is located at 1322 Bedford Ave and currently occupied as a homeless shelter for men operated by the Department of Homeless

Services (DHS). Built in 1890 and designated in 1974, Saint Bartholomew's Church is located at 1227 Pacific Street. Constructed in 1895 and designated in 1984, Girls High School at 457 Nostrand Avenue served as one of the city's first public secondary schools and currently occupied as an adult education center. Additional landmarks within one block of the project area include Imperial Apartments at 1327-1339 Bedford Ave and the James and Lucy Elwell House at 70 Lefferts Place.

Private Applications

Since the release of the 2018 DCP land use framework, seven private rezoning applications to facilitate mixed-use developments have been approved within the project area, including 1010 Pacific Street (2019), 1050 Pacific Street (2019), Grand Avenue and Pacific Street (2020), 840 Atlantic Avenue (2021), 1045 Atlantic Avenue (2021), 870-888 Atlantic Avenue (2022), and 1034-1042 Atlantic Avenue (2022). Additionally, three private applications have been approved across the street from the project area at 470 Vanderbilt Avenue (2009), 809 Atlantic Avenue (2019), and 1350 Bedford Avenue (2019), as well as several variance applications at the Boards of Standards and Appeals (BSA) to permit residential use, either through new construction or conversion of existing buildings. Moreover, in 2024 one application at 962 Pacific Street received CPC approval but was subsequently disapproved by the City Council.

In 2019, applications at 1010 Pacific Street and 1050 Pacific Street were concurrently approved. 1010 Pacific Street (C 180042 ZMK, N 180043 ZRK) rezoned the southeastern frontage of Pacific Street between Grand Avenue and Classon Avenue from M1-1 to R7A/C2-4 with an accompanying MIH text amendment in order to facilitate an 11-story mixed-use development with 154 units and ground floor retail and art studio space. Following approval, the property was sold and developed as a fully residential building with 175 units. 1050 Pacific Street (C 160175 ZMK, N 160176 ZRK) rezoned the eastern frontage of Classon Avenue between Pacific Street and Dean Street from M1-1 to M1-4/R7A and designated Mixed-Use (MX) and MIH areas in order to facilitate an eight-story mixed-use development with 103 units and ground floor commercial spaces. Following approval of the application above, a new owner modified the development proposal and received approval for a Chair Certification in 2024 to designate a

6,500 square foot FRESH Food Store with a residential floor area bonus, known as the 953 Dean St FRESH application (240346 ZCK).

In 2020, the Grand Avenue and Pacific Street application was approved (C 190256 ZMK, N 190257 ZRK), which rezoned the northeastern and southeastern corners of Grand Avenue and Pacific Street from M1-1 to R7D/C2-4 and R7A/C2-4, respectively, while designating an MIH area. This application sought to facilitate a nine-story mixed-use development with 68 units and ground floor commercial and community facility spaces, which finished construction. In 2021, the 840 Atlantic Avenue application was approved (C 210249 ZMK, N 210250 ZRK), which included a zoning map change by the western frontage of Vanderbilt Avenue between Atlantic Avenue and Pacific Street from M1-1 and R6B to C6-3X, C6-3A, and C6-2A districts, along with a zoning text amendment to designate an MIH area and provide street wall flexibility. The application sought to redevelop an existing fast-food establishment and parking lot with an 18-story mixed-use building containing 316 units and two floors of commercial and community facility spaces. In 2021, the 1045 Atlantic Avenue Rezoning application was approved (C 210276 ZMK, N 210277 ZRK), rezoning a mid-block frontage of Atlantic Avenue between Classon Avenue and Franklin Avenue from M1-1 to C6-3A with an accompanying zoning text amendment to designate an MIH area and provide street wall flexibility. The application sought to facilitate a 17-story mixed-use development with 426 units and two floors of commercial and community facility spaces, which is currently under construction.

In 2022, two private applications at 870-888 and 1034-1042 Atlantic Avenue were approved, which fueled growing public interest in a neighborhood-wide plan, as opposed to the review of individual applications. Both applications had similar actions in seeking a zoning map amendment from M1-1 to C6-3A, zoning text amendments to designate an MIH area and provide street wall flexibility along Atlantic Avenue, and CPC special permits to reduce the number of required off-street parking spaces accessory to the residential units. In particular, the 870-888 Atlantic Avenue Rezoning (C 210335 ZMK, N 210336 ZRK C 210260 ZSK) rezoned a mid-block frontage of Atlantic Avenue between Vanderbilt Avenue and Underhill Avenue from M1-1 to C6-3A to facilitate a 17-story mixed-use development with 228 units and ground floor and

cellar commercial and community facility spaces. Following approval, in 2025 a new owner filed an application (N 250182 ZCK, N 250183 ZAK) to receive a residential floor area bonus and height waiver to incorporate a 7,900 square foot FRESH Food Store in the building's base, which is currently under construction. The 1034-1042 Atlantic Avenue Rezoning application (C 210386 ZMK, C 210379 ZSK, N 210387 ZRK) rezoned a mid-block portion between Atlantic Avenue and Pacific Street near Classon Avenue from M1-1 to C6-3A (Atlantic Avenue frontage) and R7A/C2-4 (Pacific Street frontage) in order to facilitate a 17-story mixed-use development with 210 units and ground floor and cellar commercial and community facility spaces. Following approval, the applicant filed an application (N 240377 ZCK, N 240379 ZAK) to receive a residential floor area bonus and height waiver to incorporate a 7,400 square foot FRESH Food Store in the building's base, which is currently under construction.

In 2023, an application at 962 Pacific Street Rezoning (C 230157 ZMK, N 230158 ZRK, C 230159 ZSK) was sought to rezone a mid-block frontage of Pacific Street between Grand and Classon Avenues from M1-1 to M14/R7A--accompanied by a zoning text amendment to designate MIH and MX areas and a CPC special permit to reduce off-street parking—in order to facilitate a nine-story mixed-use development with 150 units and ground floor commercial and community facility spaces. Though receiving CPC approval in 2023, the application was later disapproved by the City Council in 2024.

As noted above, three private applications were also approved across the street from the project area. In 2009, the 470 Vanderbilt Avenue application (C 090441 ZMK, N 090442 ZRK, C 090443 ZSK) rezoned an M1-1 district and an R6/C2-3 district to a C6-3A district, accompanied by a text amendment to map an Inclusionary Housing area and a CPC special permit to waive bulk regulations for a Large Scale General Development (LSGD), in order to facilitate a 376-unit mixed-use development and the adaptive reuse of an existing 565,700-square-foot loft building. In 2017, the 1350 Bedford Avenue Rezoning application was approved for a zoning map amendment from R6A to R7D and a zoning text amendment to map an MIH area (C 170070 ZMK, N 170071 ZRK) in order to facilitate a nine-story residential development with 94 affordable units. In 2019, the 809 Atlantic Avenue Rezoning (C 190071 ZMK, C 190072 ZSK, C

190073 ZSK, N 190074 ZRK) approved two CPC special permits to modify bulk regulations in relation to a nearby LPC-designated Landmark and waive off-street residential parking, a zoning text amendment to map an MIH area, and a zoning map amendment to change R7A/C2-4, R7A, and R6A districts to an R9/C2-5 district, and to change an R7A/C2-4 district to an R6A district along the northern frontage of Atlantic Avenue between Vanderbilt and Clinton Avenues. This application sought to facilitate the development of a 29-story, 237,000-sf mixed-use development with retail, office, and 286 units while preserving and financing the renovations of the Saint Luke's Episcopal Church individual landmark at 520 Clinton Avenue (LP-2014).

Existing Zoning

The project area is primarily mapped with an M1-1 zoning district, which has been in place since 1961. Private applications approved in the past five years resulted in pockets of the project area being mapped with C6-2A, C6-3X, C6-3A, M1-4/R7A, R7D/C2-4, and R7A/C2-4 zoning districts. As a result of the City of Yes for Housing Opportunity zoning text amendment, approved in 2024 following the certification of AAMUP into ULURP, off-street residential parking is no longer required within the Inner Transit Zone, applicable to the commercial and residential districts noted above.

Portions of Classon and Franklin Avenues, along with the non-contiguous areas, are zoned R6B and R6A, which were mapped as part of area-wide rezonings in Prospect Heights (1993), Bedford Stuyvesant South (2007), and Crown Heights West (2013). As noted above, these area-wide rezonings, inclusive of the Fort Greene-Clinton Hill Rezoning (2007), extensively mapped R6B and R6A zoning districts to preserve the existing built character, while encouraging new development with Inclusionary Housing along targeted corridors and geographies, such as Fulton Street (R7D/C2-4, C4-4D), Franklin Avenue (R7A/C2-4), and Bedford Avenue and Eastern Parkway (R7D/C2-4). Despite modest housing growth produced by the existing zoning, the area-wide rezonings of the surrounding neighborhoods, coupled with overlapping LPC-designated Historic Districts, have limited new residential capacity.

M1-1

M1-1 zoning districts are mapped across most of the project area, generally bounded by Vanderbilt Avenue to the west, Nostrand Avenue to the east, Atlantic Avenue to the north, and Bergen Street to the south. M1-1 is a low-density, low-rise, suburban-style industrial district that allows a maximum floor area ratio (FAR) of 1.0 for industrial and commercial uses and 2.4 for certain community facility uses. M1-1 districts have a base height limit of 30 feet, above which a structure must fit within a sloping sky exposure plane. One parking space is generally required for every 300 square feet of commercial and for every 1,000 square feet of industrial. New residential use is not permitted. Due to the low FAR and high amount of parking required, M1-1 districts typically result one- or two-story warehouses or suburban-style commercial with vast amounts of parking. Within the project area, non-residential uses consist of open storage, parking garages, warehousing and distribution, building supply and various light industrial uses, gas stations and auto repair shops, self-storage, commercial offices and retail, fitness centers, medical office and houses of worship, and non-conforming residential uses.

C6-3X, C6-2A, and C6-3A

C6-3X, C6-2A, and C6-3A are high-density commercial districts with contextual bulk regulations that permit a wide range of local and regional commercial uses up to a maximum FAR of 6.0 and residential use at varying FARs.

C6-3X is mapped at the southeastern corner of Vanderbilt Avenue and Atlantic Avenue, in conjunction with the 840 Atlantic Avenue (2021) private application. C6-3X has an R9X residential district equivalent, allowing residential uses up to 9.7 FAR within MIH areas and community facility uses up to 9.02 FAR. Base heights are permitted to be between 60 155 feet. Building heights are allowed up to a maximum of 215 feet .

C6-2A is mapped on a 50-foot-wide sliver portion of Atlantic Avenue near Vanderbilt Avenue. Similar to C6-3X, the C6-2A district was mapped with the approval of the 840 Atlantic Avenue private application in 2021. C6-2A has an R8A residential district equivalent that allows residential uses up to 7.2 FAR in MIH areas and community facility uses up to 6.5 FAR. Base heights are permitted to be between 60 and 105 feet. Building heights are allowed up to a

maximum of 145 feet.

C6-3A is mapped across four non-contiguous areas, including the northeastern corner of Vanderbilt Avenue and Pacific Street, and mid-block frontages along Atlantic Avenue between Vanderbilt and Underhill Avenues, Classon and Grand Avenues, and Classon and Franklin Avenues. C6-3A was mapped in connection with four private applications, as described in the prior section. C6-3A has an R9A residential district equivalent that allows residential up to 9.02 FAR in MIH areas and community facility uses up to 7.5 FAR. Base heights are permitted to be between 60 and 135 feet. Building heights are allowed up to a maximum of 185feet.

R7D/C2-4

R7D/C2-4 is mapped at the northeastern corner of Grand Avenue and Pacific Street, which was rezoned in 2020 with the Grand Avenue and Pacific Street private application. R7D is a medium-density contextual district that, when mapped with MIH areas and C2-4 overlay, allows residential uses up to 5.6 FAR, community facility uses up to 4.2 FAR, and commercial use up to 2.0 FAR. Base heights are permitted to be between 60 and 95 feet, above which a 15-foot setback is required along a narrow street. Building height can reach a maximum of 125 feet. Off-street parking is optional within the Inner Transit Zone. The C2-4 commercial overlay paired with the R7D allows a range of local commercial uses.

R7A/C2-4 and M1-4/R7A

R7A/C2-4 and M1-4/R7A districts are medium-density, contextual-based districts that pair R7A with a C2-4 commercial overlay and an M1-4 manufacturing district. R7A/C2-4 is mapped at the southeastern corner of Grand Avenue and Pacific Street and along the north and south block frontages along Pacific Street between Grand Avenue and Classon Avenue. M1-4/R7A is a Mixed-Use district mapped along the west side of a block bounded by Classon Avenue to the west, Franklin Avenue to the east, Pacific Street to the north, and Dean Street to the south. The R7A/C2-4 districts were mapped in tandem with the 1034-1042 Atlantic Avenue and Grand Avenue and Pacific Street private applications, while the M1-4/R7A district was mapped with the 1050 Pacific Street application.

R7A/C2-4 and M1-4/R7A districts allows residential uses up to 5.01 FAR in MIH areas, community facility uses up to 4.0 FAR, and commercial use up to 2.0 FAR. For both districts, base heights are permitted to be between 40 and 85 feet, above which a 15-foot setback is required along a narrow street. Building height can reach a maximum of 115 feet. The C2-4 commercial overlay permits a local retail and services. M1-4/R7A is a Mixed Use (MX) zoning district that pairs R7A with M1-4, a manufacturing district that allows a mix of low-rise commercial and industrial uses up to 2.0 FAR. MX districts also have special regulations that enable residential and light industrial uses to co-locate, either side by side or within the same building.

R6B and R6A

R6B and R6A are medium-density contextual residential districts mapped within non-contiguous portions of the project area as part of past area-wide rezonings to preserve neighborhood character. R6B districts are mapped adjacent to and south of Dean Playground, as well as a non-contiguous area by 457 Nostrand Avenue by Halsey Street to the north and Macon Street to the south. R6A is mapped along the frontages of Classon Avenue between Bergen and Dean Streets, Franklin Avenue between Pacific and Dean Streets, and Nostrand Avenue between Halsey and Macon Streets.

R6B allows residential up to 2.4 FAR with Inclusionary Housing subject to the Universal Affordability Preference (UAP) and community facilities up to 2.0 FAR. Base heights are permitted to be between 30 and 40 feet, above which a 15-foot setback is required along a narrow street or 10 feet along a wide street. Building height may reach a maximum of 55 feet (five stories). R6A allows residential up to 3.9 FAR subject to UAP and community facility uses up to 3.0 FAR. Base heights are permitted to be between 40 and 65 feet, above which a 15-foot setback is required along a narrow street or 10 feet along a wide street. Building height may reach a maximum of 85 feet.

Proposed Actions

In order to facilitate AAMUP and achieve the goals of housing and space for jobs, DCP, HPD and DCAS are proposing the following actions. The proposed actions consist of area-wide actions, such as the zoning map and text amendments, and several UDAAP, acquisition, and disposition that apply to individual sites where housing development is proposed in coordination with City agencies.

Zoning Map Amendments (C 250014 ZMK)

The proposed zoning would replace all or portions of existing M1-1, C6-2A, C6-3A, C6-3X, M1-4/R7A, R7A/C24, R7D/C2-4, R6B, and R6A districts with R7A, R7D, C6-3A, M1-1A/R6B, M1-2A/R6A, M1-3A/R7D, M1-4A/R9A, C4-3A, C4-5D, R7-2, and M1-3A districts and C2-4 commercial overlays.

The zoning changes would also establish the Special Atlantic Avenue Mixed Use District within the project area. The special district would create special use and bulk regulations to enliven corridors with active ground floor uses and streetscape improvements, while incentivizing space for jobs on mid-blocks.

<u>Proposed M1-1A/R6B (within Special District)</u>

(Existing M1-1 District)

An M1-1A/R6B district is proposed on partial blocks in one area currently zoned M1-1 bounded by Herkimer Place to the south, Herkimer Street to the north, Bedford Avenue to the west, and Nostrand Avenue to the east, and generally with frontage on Herkimer Place. M1-1A/R6B pairs M1-1A, a industrial district that supports a mix of low-rise commercial and industrial uses, with R6B, a medium-density contextual residential district that would allow residential uses and community facility uses. R6B districts permit a maximum FAR of 2.4 for residential when mapped with MIH, 2.0 for commercial and industrial uses, and 2.0 for FAR for community facilities. Under the proposed Special District, these underlying bulk regulations would be modified to incentivize non-residential uses in mixed-use buildings and promote increased space for jobs. For mixed-use buildings combining residential and non-residential uses, the total FAR would be 3.0 in an effort to expand job-generating uses. R6B districts permit a maximum street

wall height of 45 feet, above which the building must be set back, then rise to a maximum height of 65 feet. Mixed-use buildings utilizing the higher 3.0 total FAR would be allowed a more flexible envelope with a maximum street wall height of 65 feet and a maximum building height of 95 feet.

Proposed M1-2A/R6A

(Existing M1-1, M1-4/R7A, and R7A/C2-4 Districts)

M1-2A/R6A zoning districts are proposed to cover seven partial blocks in two mid-block geographies to the south of Atlantic Avenue and within 100 feet of north-south avenues: one area roughly bounded by Bergen Street to the south, Atlantic Avenue to the north, Grand Avenue to the west, and Classon Avenue to the east; and a second area roughly bounded by Bergen Street to the south, Atlantic Avenue to the north, Classon Avenue to the west, and Bedford Avenue to the east, with frontage on Franklin Avenue between Atlantic Avenue and Pacific Street.

M1-2A/R6A pairs M1-2A, a industrial district that supports a mix of commercial and industrial uses, with R6A, a medium-density contextual residential district that would allow residential uses and community facility uses up to a maximum FAR of 3.9 for residential when mapped with MIH, 3.0 for commercial and industrial uses, and 3.0 for community facilities. The maximum base and building height would be 65 and 95 feet, respectively. Under the proposed Special District, these underlying bulk regulations would be modified to incentivize non-residential uses in mixed-use buildings and promote increased space for jobs. For mixed-use buildings combining residential and non-residential uses, the total FAR would be 5.0, and a more flexible bulk envelope with a maximum street wall height of 95 feet and a maximum building height of 125 feet would be permitted.

Proposed R7A

(Existing R6A District)

R7A districts are proposed for one partial block in an area bounded by Dean Street to the south, Pacific Street to the north, Franklin Avenue to the west, and Bedford Avenue to the east, and generally on the northeast frontage of the block. R7A is a medium-density contextual residential

district that would allow a maximum FAR of 5.01 for residential when mapped with MIH and 4.0 for community facilities. With MIH, R7A districts permit a maximum street wall height of 85 feet, above which the building must be set back, then rise to a maximum height of 115 feet. The proposed district would be mapped to facilitate a fully affordable development at 1134 Pacific Street.

Proposed C4-3A

(Existing M1-1 District)

A C4-3A district is proposed for two partial blocks in an area bounded by Brevoort Place to the north, Atlantic Avenue to the south, Franklin Avenue to the west, and Bedford Avenue to the east, and with frontage generally along Bedford Place beyond 100 feet of Atlantic Avenue. C4-3A is a medium-density commercial district that allows a maximum FAR of 3.9 for residential, 3.4 for commercial, and 3.0 for community facilities. C4-3A districts permit a range of local and regional commercial uses. C4-3A has a residential district equivalent of R6A. With MIH, C4-3A districts would permit a maximum street wall height of 65 feet, above which the building must be set back, which may rise to a maximum height of 95 feet.

Proposed R7D

(Existing R6B District)

An R7D district is proposed for two partial blocks in an area bounded by 6th Avenue to the west, Carlton Avenue to the east, Dean Street to the north, and St. Marks and Flatbush Avenues to the south. R7D is a medium-density contextual residential district that allows a maximum FAR of 5.6 for residential within MIH areas and 4.66 for community facilities. With MIH, R7D districts permit a maximum street wall height of 95 feet, above which the building must be set back, then rise to a maximum height of 125 feet. The proposed district would also help facilitate two fully affordable developments at 516 Bergen Street and 542 Dean Street on two HPD parcels, in conjunction with site-specific land use actions.

Proposed C4-5D

(Existing M1-1 District)

A C4-5D district is proposed for two partial blocks in an area bounded by Brevoort Place and Herkimer Street to the north, Atlantic Avenue to the south, Bedford Place to the west, and Perry Place and Nostrand Avenue to the east, and with frontage generally along Bedford Avenue 100 feet north of Atlantic Avenue. C4-5D is a medium-density commercial district that allows a maximum FAR of 5.6 for residential, 4.2 for commercial, and 4.2 for community facilities. C4-5D districts permit a range of local and regional commercial uses. C4-5D has a residential district equivalent of R7D. With MIH, C4-5D districts permit a maximum street wall height of 95 feet, above which the building must be set back, and then rise to a maximum height of 125 feet.

Proposed M1-3A/R7D

(Existing M1-1 and R7A/C2-4 Districts)

M1-3A/R7D districts are proposed for nine partial blocks in two geographies: one area bounded by Washington Avenue to the west, Classon Avenue to the east, Atlantic Avenue to the north, and Bergen Street to the south, generally located along the frontage of Grand Avenue between Atlantic Avenue and Bergen Street to a depth of 100 feet from Grand Avenue; and a second area bounded by Grand Avenue to the west, Franklin Avenue to the east, Atlantic Avenue to the north, and Bergen Street to the south, generally located along the frontage of Classon Avenue between Atlantic Avenue and Bergen Street to a depth of 100 feet from Classon Avenue. M1-3A/R7D pairs M1-3A, a manufacturing district that supports a mix of commercial and industrial uses, with R7D, a medium-density contextual residential district, in a manner that would allow a maximum FAR of 5.6 for residential in MIH areas, 4.0 for commercial and industrial uses, and 4.2 for community facilities. With MIH, R7D districts permit a maximum street wall height of 95 feet, above which the building must be set back, then may rise to a maximum height of 125 feet.

Proposed M1-4A/R9A

(Existing M1-1 District)

An M1-4A/R9A district is proposed for one partial block in an area bounded by Classon Avenue to the west, Franklin Avenue to the east, Atlantic Avenue to the north, and Pacific Street to the south, generally located along the southern frontage of Atlantic Avenue to a depth of 100 feet.

M1-4A/R9A pairs M1-4A, an industrial district that supports a mix of commercial and industrial uses, with R9A, a high-density contextual residential district, allowing a maximum FAR of 9.02 for residential with MIH, 5.0 for commercial and industrial uses, and 7.5 for community facilities uses. Mixed Use zoning districts also have special regulations that enable residential and certain industrial uses to be located either side by side or within the same building. In MIH areas, R9A districts permit a maximum street wall height of 135 feet, above which the building must be set back, which may then rise to a maximum height of 185 feet. In contrast to other portions of Atlantic Avenue, this area contains active industrial uses, including a group of businesses located at GMDC.

Proposed C6-3A

(Existing M1-1 and C6-2A Districts)

C6-3A districts are proposed for 10 partial blocks in an area bounded by Vanderbilt Avenue to the west, Nostrand Avenue to the east, Atlantic Avenue, Brevoort Place, and Herkimer Street to the north, and Pacific Street to the south, and with frontage generally along Atlantic Avenue to a depth of 100 feet. C6-3A is a high-density commercial district that allows a maximum FAR of 9.02 for residential in MIH areas, 6.0 for commercial, and 7.5 for community facilities. C6-3A districts permit a range of local and regional commercial uses. C6-3A has a residential district equivalent of R9A. In MIH areas, C6-3A districts permit a maximum street wall height of 135 feet, above which the building must be set back, which may then rise to a maximum height of 185 feet.

Proposed R7-2

(Existing R6A and R6B Districts)

An R7-2 district is proposed for one block in an area bounded by Halsey Street to the north, Macon Street to the south, Nostrand Avenue to the west, and Marcy Avenue to the east, and with frontage along the entire western portion of the block. R7-2 is a medium-density non-contextual residential district that allows a maximum FAR of 5.01 for residential in MIH areas and 6.5 for community facilities. With MIH, R7-2 districts permit a maximum street wall height of 85 feet, above which the building must be set back, which may then rise to a maximum height of 105 feet

along narrow and 115 feet along wide street. For eligible sites, larger or irregular sites, the maximum height may be modified to 155 feet. The proposed district would be mapped to facilitate an infill development on the parking lot portion of a lot containing an adult education center at 457 Nostrand Avenue. Any development occurring on the site would be subject to LPC review being within a historic district and adjacent to the Girls High School landmark.

Proposed M1-3A

(Existing M1-1 District)

An M1-3A district is proposed for one partial block encompassing the Bedford-Atlantic Armory in an area bounded by Franklin Avenue to the west, Bedford Avenue to the east, Atlantic Avenue to the north, and Pacific Street to the south. M1-3A is a industrial district that allows a maximum FAR of 4.0 for commercial, industrial, and community facility uses. Buildings may rise to a maximum base height of 95 feet and a maximum building height of 125 feet, however any alterations or enlargements of the existing armory structure would be subject to LPC review as a landmark.

Proposed C2-4 Commercial Overlays

C2-4 commercial overlays are proposed to be mapped over portions of an existing R6A district along the east and west frontages of Classon Avenue between Bergen Street and Dean Street to a depth of 100 feet, as well as a proposed R7A district on the eastern frontage of Franklin Avenue between Dean Street and Pacific Street. The proposed overlay on Classon Avenue would reinstate a prior overlay, which was proposed to be updated from C1-3 to C2-4 as part of the 2013 Crown Heights West Rezoning, but was unintentionally removed. These overlays would be mapped to bring existing ground floor commercial uses into conformance with zoning and allow more businesses to occupy space and expand. C2-4 overlays allow for up to 2.0 FAR of local retail uses in stand-alone commercial buildings or on the ground floor of mixed-use buildings.

Zoning Text Amendments (N 250015 ZRK)

Special Atlantic Avenue Mixed-Use District

The Special Atlantic Avenue Mixed-Use District ("Special District") would be mapped within

the project area. The proposed Special District would create special floor area and bulk regulations with the goals of enhancing the streetscape along Atlantic Avenue, requiring active ground floor uses on key corridors, incentivizing space for jobs on mid-blocks, facilitating the ability to mix residential with industrial uses, and encouraging publicly accessible open space on large sites.

Along Atlantic, Bedford, Grand, and Classon Avenues, the Special District would require non-residential uses along the ground floors to a depth of 30 feet. This requirement would foster an active street frontage with glazing and transparency on the ground floor, preventing blank wall conditions and ensure the development of mixed-use buildings. Atlantic Avenue and Bedford Avenue would be designated as Tier C frontages, including the regulations outlined for Tier B frontages in addition to requiring a more consistent range of permitted active uses and building elements. The north-south corridors of Grand Avenue and Classon Avenue would be designated as Tier B frontages, applying regulations guiding ground floor residential use, lobby lengths, minimum transparency, parking enclosure and curb cut location, pursuant to the recently adopted City of Yes for Economic Opportunity text amendment.

In addition, M1-1A/R6B and M1-2A/R6A districts would include a floor area incentive of approximately 0.6 and 1.1 FAR, respectively, to encourage the development of mixed-use buildings with one- to two- non-residential floors, as well as greater flexibility in the bulk envelope. A previously designated MX district (MX-20) would also be incorporated into the Special District. As part of the Special District, industrial districts would be paired with residential districts in a few locations, which typically necessitates a text amendment to designate a Special Mixed Use (MX) District. Rather than being an individually designated MX district, these districts would be facilitated by the proposed Special District.

In paired districts where light industrial and residential uses are adjacent or within the same building, the Special District would create a new Restrictive Declaration process, modeled from a text amendment approved at 803 Rockaway Avenue (N 200057 ZRK), for these uses to coexist with safeguards to protect residents from air contaminants, odors, vibrations, or noise. Pursuant

to ZR Section 123-22, certain manufacturing and commercial uses unable to meet an environmental rating of “A”, “B” or “C” under Title 6 Section 212-1.3 of the New York Codes, Rules, and Regulations and Section 24-153 of the New York City Administrative Code are prohibited from collocating with residential use. While underlying MX regulations allow for mixing such uses, zoning restrictions preclude that option, despite advances in construction technology that allow manufacturing business to safely operate near residents. Due to existing narrow sidewalks and to enhance the streetscape experience for pedestrians, the Special District would require the street wall of new developments to set back and create a minimum streetwall to streetline width of 20 feet on Atlantic and Bedford Avenues, unless the required street wall setback is more than 5 feet. Unlike many parts of the city where the short ends of a block front onto wide avenues, this section of Atlantic Avenue instead has long block frontages, many 800 feet in length, fronting this major corridor. In response, new developments with more than 100 feet of frontage would be required to provide recesses, projections, or other features that break up the street wall and articulate the façade to further strengthen the pedestrian experience, supporting architectural creativity, and improving access to light and air.

As described above, the Special District would modify bulk regulations within the M1-1A/R6B and M1-2A/R6A districts to incentivize non-residential uses in mixed-use buildings with a higher FAR and bulk envelope. Additionally, to help accommodate developments on lots adjacent to the Franklin Avenue shuttle, the Special District would relax rear yard regulations for adjacent lots to allow flexibility for these sites to shift bulk away from the Franklin Avenue shuttle. This would allow bulk to be shifted from street-facing portions of site, resulting in developments with a greater buffer from the elevated train to reduce noise and vibrations.

To create opportunities for more open space and further break up the long street walls along Atlantic Avenue, the Special District would include a CPC authorization to allow developments in R9-equivalent districts to access a floor area bonus for publicly accessible open space, pursuant to the public plaza regulations of ZR Section 37-70. The standard 20 percent maximum bonus would apply, and the bonus ratio would be 4:1, akin to R9 equivalent zoning districts, such as C6-3. The CPC authorization would be available for zoning lots greater than 25,000

square feet and would allow modification of street wall and maximum height requirements to accommodate the plaza and bonus floor area. In accordance with the public plaza program and standard procedure for review, the spaces would be permanently public with stipulations set forth in a legal agreement, require enforcement measures with operating hours and maintenance and operations agreements with private owners, and specific design standards. In addition, the authorization would allow modifications to the plaza design requirements to encourage spaces that reflect the area's mixed-use character and other unique conditions.

Mandatory Inclusionary Housing Program

The proposed actions would amend Appendix F by adding the proposed R7A, R7-2, R7D, C6-3A, M1-1A/R6B, M1-2A/R6A, M1-3A/R7D, M1-4A/R9A, C4-3A, and C4-5D districts to the list and maps of Mandatory Inclusionary Housing (MIH) Areas, while amending an existing MIH area covering a C6-3X district. The proposed R7A, R7A/C2-4, R7D, R7-2, C6-3A, M1-1A/R6B, M1-2A/R6A, M1-3A/R7D, M1-4A/R9A, C4-3A, C6-3X, and C4-5D zoning districts would be mapped as Mandatory Inclusionary Housing Areas, requiring that a share of new housing created must be income-restricted and permanently affordable. The proposed MIH areas would also consolidate maps from previously approved private applications within the project area.

The MIH program requires permanently affordable housing within new residential developments, enlargements, and conversions from non-residential to residential use within the mapped MIH Areas. The program requires permanently affordable housing set asides for all developments over 10 units or 12,500 zoning square feet within the MIH Areas or, as an additional option for developments below 25 units and 25,000 square feet, a payment into an Affordable Housing Fund.

The MIH program includes two primary options that pair set-aside percentages with different affordability levels to reach a range of low and moderate incomes while accounting for the financial feasibility tradeoff inherent between income levels and size of the affordable set aside. Option 1 requires 25 percent of residential floor area to be for affordable housing units for

households with incomes averaging 60 percent of the Area Median Income (AMI). Option 1 also includes a requirement that 10 percent of residential floor area be affordable at 40 percent of AMI. Option 2 requires 30 percent of residential floor area to be affordable to households with an average of 80 percent of AMI. Option 3, also known as the "Deep Affordability" option, requires that 20 percent of the residential floor area be affordable to residents at 40 percent AMI. Due to the approval of City of Yes for Housing Opportunity, Option 3 can now be mapped as a standalone option, rather than needing to be paired with Options 1 and 2. The City Council and CPC could apply an additional Option 4, known as the "Workforce" option, for markets where moderate- or middle-income development is marginally financially feasible without subsidy. This requires a 30 percent set-aside at AMIs averaging 115 percent and does not allow public funding.

UDAA and Disposition Approval (C 250016 HAK and C 250017 HAK); Acquisition of Property by the City (C 250020 PQK)

HPD proposes the following actions to facilitate two mixed-use developments at 542 Dean Street (Block 1136, Lot 29, 32, 33, 34, 35) and 516 Bergen Street (Block 1143, Lot 25). Both actions involve eligibility requirements to be designated an Urban Development Action Area and the proposed project to be classified as an Urban Development Action Area Project pursuant to Article 16 of the General Municipal Law.

<u>542 Dean Street (Dean Park Edge Development)</u>

542 Dean Street (Block 1136, Lots 29, 32, 33, 34, 35) consists of underutilized property, primarily vacant with a portion used for open parking. In accordance with the RFP process, this site is also proposed for disposition to a developer to be selected by HPD to facilitate an 11-story mixed-use development containing approximately 151 affordable rental units for older adults, 1,876 square feet of community facility space on the ground floor, and 3,297 square feet of outdoor public open space, which is intended to create a physical and visual connection to Dean Playground while having intergenerational programming and fostering a sense of safety. Additionally, the proposed building has an undulating facade that sets back towards Dean Playground, creating a wider sidewalk towards the open space.

516 Bergen Street (Bergen Green Development)

516 Bergen Street (Block 1143, Lot 25) consists of an underutilized parking lot and garage. In accordance with the RFP process, this site is also proposed for disposition to a developer selected by HPD to facilitate an 11-story mixed-use development containing 111 affordable rental units, 3,507 square feet of ground floor community facility space, and replacement parking spaces for approximately 23 HPD vehicles in the cellar. In order to allow the replacement of HPD vehicles to occupy space in the cellar of the new development following the disposition to a developer, an acquisition action is proposed that would allow the City to reoccupy a portion of the site.

1110 Atlantic Avenue: Acquisition of Property by the City (C 250018 PQK) and Disposition of City-owned Property (C 250021 PPK)

1110 Atlantic Avenue (Block 1126, Lot 32) is an underutilized City-owned lot under a master lease with the New York City Transit Authority (NYCT) and used by the Metropolitan Transit Authority (MTA) as a cable repair shop, which is slated for relocation. In order to redevelop the site and maximize housing opportunities, a disposition of City-owned property is proposed to support a future RFP process, while an acquisition of private property by the City is proposed to ensure flexibility for the City to reacquire a portion of the lot for NYCT's use. While there is currently no development proposal for the site, these actions are intended to help support a future RFP process as part of a goal of maximizing housing opportunities on underutilized City-owned sites. Based on an analysis of projected opportunities, the site's redevelopment could produce a development with a height up to 19 stories and approximately 167 rental units with ground floor commercial or light industrial space.

1134-1142 Pacific Street: Acquisition of Property by the City (C 250019 PQK) and Disposition of City-owned Property (C 250023 PPK)

1134-1142 Pacific Street (Block 1205, Lots 11, 14, 111) is a nonprofit-owned site with a vacant building, which is proposed to be demolished and redeveloped by Acacia Network with an 11-story mixed-use building containing 119 affordable rental units. To facilitate the redevelopment, an acquisition of property is proposed to first allow the City to remove a deed restriction

associated with a prior UDAAP, and then a disposition of City-owned property to transfer the property back to Acacia Network and redevelop the site.

457 Nostrand Avenue: Disposition of City-owned Property (C 250022 PPK)
A portion of the property at 457 Nostrand Avenue (Block 1844, Lot 1) is proposed for disposition to a developer to be selected by HPD. 457 Nostrand Avenue is a 60,000-square-foot lot owned by DOE and occupied by an adult education center and an approximately 40,000 square foot surface parking lot. The City is evaluating future redevelopment opportunities for the surface parking lot portion of the zoning lot and the release of an RFP for an infill mixed-use development that could contain up to 240 homes and ground floor community facility space. While there is currently no development proposal for the site, the disposition action would enable HPD to advance an RFP process to select a developer following the approval of AAMUP as part of a goal to maximize housing opportunities on City-owned sites. Any future development would also be subject to Landmarks Preservation Commission (LPC) review due to the site being an Individual Landmark (LP-1246) and within an Historic District (LP-2514).

To complement the land use actions described above, there are several ongoing and planned investments near the project area, some of which stem from the AAMUP process. In tandem with the release of the draft zoning framework in 2023, DCP and DPR announced an approximately $24 million grant to reconstruct St. Andrews Playground, located three blocks east of the project area. When AAMUP was certified and entered public review, DOT announced a series of Street Improvement Projects (SIPS) as an early commitment to improve safety along Atlantic Avenue and nearby corridors by repainting crosswalks and daylighting a few intersections with planters, bike corrals, and neckdowns. Additionally, there are several projects already underway by City agencies, including open space improvements led by DOT and DPR to Underhill Plaza and Lowry Triangle, bicycle lane improvements led by DOT to Bedford Avenue, and sewer system upgrades led by the Department of Design and Construction (DDC) and Department of Environmental Protection (DEP).

ENVIRONMENTAL REVIEW

This application (C 250014 ZMK), in conjunction with the related applications (N 250015 ZRK, C 250016 HAK, C 250017 HAK, C 250018 PQK, C 250019 PQK, C 250020 PQK, C 250021 PPK, C 250022 PPK, and C 250023 PPK), was reviewed pursuant to the New York State Environmental Quality Review Act (SEQRA), and the SEQRA regulations set forth in Volume 6 of the New York Code of Rules and Regulations, Section 617.00 et seq. and the City Environmental Quality Review (CEQR) Rules of Procedure of 1991 and Executive Order No. 91 of 1977. The designated CEQR number is 24DCP019K. The lead is the City Planning Commission.

It was determined that the proposed actions may have a significant impact on the environment, and that an environmental impact statement would be required. A positive declaration was issued on September 15, 2023, and distributed, published and filed. Together with the Positive Declaration, a Draft Scope of Work for the Draft Environmental Impact Statement (DEIS) was issued on September 15, 2023. A public scoping meeting was held on October 17, 2023, and the Final Scope of Work was issued on October 11, 2024.

A DEIS was prepared and a Notice of Completion for the DEIS was issued on October 11, 2024. Pursuant to the SEQRA regulations and the CEQR procedures, a joint public hearing was held on the DEIS on February 5, 2025, in conjunction with the public hearing on this ULURP item (C 250014 ZMK) and the related items (N 250015 ZRK, C 250016 HAK, C 250017 HAK, C 250018 PQK, C 250019 PQK, C 250020 PQK, C 250021 PPK, C 250022 PPK, and C 250023 PPK).

A Final Environmental Impact Statement (FEIS) reflecting the comments made during the public hearing was completed, and a Notice of Completion of the FEIS was issued on March 7, 2025. Significant adverse impacts related to hazardous materials, air quality and noise would be avoided through the placement of (E)designations (E-810) on selected projected and potential development sites as specified in Chapters 9, 14 and 16, respectively of the FEIS.

The FEIS determined that the proposed actions would have identified significant adverse impacts with respect to open space, shadows (St. Bartholomew's Episcopal Church and the Lefferts Place Block Association Garden), historic and cultural resources (architectural and archaeological), transportation (traffic, transit, and pedestrians), and construction activities (transportation, air quality, noise). The identified significant adverse impacts and proposed mitigation measures under the proposed actions are summarized in Chapter 20, "Mitigation" of the FEIS.

UNIFORM LAND USE REVIEW

On October 15, 2024, this application (C 250014 ZMK) and related applications (C 250016 HAK, C 250017 HAK, C 250018 PQK, C 250019 PQK, C 250020 PQK, C 250021 PPK, C 250022 PPK, and C 250023 PPK) were certified as complete by DCP and were duly referred to Community Boards 3 and 8, to the Brooklyn Borough President, and to the Brooklyn Borough Board, in accordance with Title 62 of the Rules of the City of New York, Section 2-02(b), along with the related application for a zoning text amendment (N 250015 ZRK) for information and review, in accordance with the procedures for referring non-ULURP matters. As a courtesy, the application was shared with Community Board 2 due to the adjacency of the project area, although the Board did not submit a recommendation.

Community Board Public Hearing

Brooklyn Community Board 3 held a public hearing on this application (C 250014 ZMK) and the related applications (N 250015 ZRK, C 250016 HAK, C 250017 HAK, C 250018 PQK, C 250019 PQK, C 250020 PQK, C 250021 PPK, C 250022 PPK, and C 250023 PPK) on December 2, 2024, and, on December 2, 2024, by a vote of 22 in favor, six in opposition, and none abstaining, adopted a resolution recommending approval of the application with the following conditions:

"1. Atlantic Avenue
   - Remove "Proposed Site 13" (Block: 2020 Lots: 86 & 89) from the Plan to preserve the Lefferts Place Community Garden.
   - Reduce maximum height to 12 stories along the corridor

2. 457 Nostrand Avenue
    - Reduce the allowable building height to not exceed Girls' High School center spire.
    - A significant majority of units are one-bedroom and family-sized; studio units minimized.
    - Average AMI of 40%
    - Create plaza/open space/green space on Halsey Street facing section of the lot
    - Explore possibility building of underground parking garage
3. Parks & Open Space
    - Renovate and upgrade all parks & open spaces (operated by the Parks Department, DOE, and DOT) within one-half mile of AAMUP project area (including PS 3 school yard & John Hancock Playground, Potomac Playground, and PS 93 school yard)
    - Incentivize the creation of privately-owned public spaces (POPS) at large development sites
    - Establish plazas at significant intersections along Atlantic Avenue and Fulton Street
    - Pursue creation of open space on the on north-side of Lefferts Place adjacent to the elevated shuttle (Block: 2012 Lot: 56)
4. Other Items
    - Add a commercial overlay to properties on Franklin Avenue between Hancock Street and Fulton Street
    - Re-open the Classon Avenue entrance for the Franklin Avenue station
    - Prioritize street safety and roadway improvements along the Fulton Street corridor especially the intersections at Classon & Fulton, Franklin & Fulton, Bedford & Fulton, and Nostrand & Fulton
    - Prioritize attracting a diverse mix of business types that offer a range of job (based on skills and expertise) and workforce development opportunities (such as job training and trade apprenticeships)
    - Establish a maintenance and upkeep fund that is funded by private developers in AAMUP project area"

Brooklyn Community Board 8 held a public hearing on this application (C 250014 ZMK) and the related applications (N 250015 ZRK, C 250016 HAK, C 250017 HAK, C 250018 PQK, C 250019 PQK, C 250020 PQK, C 250021 PPK, C 250022 PPK, and C 250023 PPK) on December 12, 2024, and, on December 12, 2024, by a vote of 26 in favor, none in opposition, and none abstaining, adopted a resolution recommending approval of the application with the following conditions:

"I. Land Use

1. Zoning: The 1.1 FAR incentive in the Special Atlantic Avenue Mixed Use District for M1-2A/R6A zoning areas must include 0.5 FAR restricted to light-industrial, arts-related, cultural, civic and repair and production service uses.
2. Zoning: For buildings in the M1-4A/R9A zoning area, zoning is modified to M1-4A/R8A, with maximum height of 145 feet and residential FAR of 7.2. An incentive 1.1 FAR is added to encourage the development of mixed-use buildings, with a requirement for 0.5 FAR restricted to light-industrial, arts-related, cultural, civic and repair and production service uses.
3. Zoning: In the R6B district proposed for R7D zoning, residential development must be 100% affordable housing, or the applicable zoning shall be R6A.
4. Zoning: Lots in the Special Atlantic Avenue Mixed Use District which as of the date of certification for ULURP contained more than 20,000 square feet occupied by non-residential tenants engaged in uses conforming to M1-1 zoning, if redeveloped, must contain floor area restricted to M1-1 conforming uses equivalent to that occupied at the date of certification.
5. Affordable Housing: MIH options 1 and 2 are removed from the application. A new MIH option 3.5 is created and mapped with 40% of floor area targeting an average of 30% AMI.
6. Affordable Housing HPD commits to developing the following sites as 100% affordable housing targeting an average income of 25% AMI.
    a. 457 Nostrand Avenue
    b. 1134 Pacific Street
    c. 1110 Atlantic Avenue
    d. 510 Clermont Avenue
    e. 178 Brooklyn Avenue
    f. Any other City-owned sites that are added to the application for development as affordable housing prior to its approval by the City Council.
7. Tenant Protection: The City makes a 10-year commitment of $10,000,000 annually to fund free representation to tenants in community district 8 affirmative and defensive cases, allocating funding to organizations like Legal Services NYC, the Legal Aid Society (LAS) and the New York Legal Assistance Group (NYLAG), with the condition that they track and report to the proposed Community Oversight Body annually.
8. Tenant Protection: HPD establishes a registry for tenants facing displacement pressure in the AAMUP study area (e.g., who receive legal representation through the fund previously described, as well as other intake channels). Should registered tenants be displaced, they shall receive preference for 50% of units of affordable housing created in any building developed as a consequence of the AAMUP rezoning, such units being separate from any units allocated to other preferenced classes that may exist at the time an affordable housing lottery takes place.

II. Economic Development

9. Dedicated workforce development program: The City shall create a career center

and workforce development program specific to the AAMUP study area, located in the Bedford-Atlantic Armory to operate for at least 10 years. (Alternatively, fund a non-profit to provide these services.) The program shall include construction, construction adjacent trades, green economy jobs associated with sustainable construction, light-industrial, arts-related, cultural, civic, repair, production and service jobs. It shall be staffed by four professionals and target at least 200 placements per year. Program selection shall prioritize residents of community boards, 2,3,& 8, specifically the homeless, and operations shall emphasize safety and gender equity.

10. Career development and training programs for youth and young adults: The City shall support career development and training programs for youth ages 15-26 who reside in CB2, CB3, and CB8, in areas including but not limited to construction, construction adjacent trades, green economy jobs associated with sustainable construction, light-industrial, arts-related, cultural, civic, repair, production and service jobs.
11. Apprenticeship incentive program: The City shall fund a construction apprenticeship incentive program for a period of 10 years with an annual contribution of $10M, to provide contractors with grants for hiring clients of the AAMUP workforce development and youth and young adults programs, as well as existing workforce development programs in CB2, CB3, and CB8.
12. Local entrepreneur capital fund: The City shall create a low-interest capital fund for a period of 10 years with an annual contribution of $10M for local entrepreneurs, including entrepreneurs displaced within the last 10 years, to locate in the AAMUP rezoning area (with a focus on Black and M/WBE entrepreneurs). M/WBE certification shall be provided by non-profit partners.
13. Green technology incubator: The City shall create a robust green technology Incubator and Accelerator for a period of 10 years, located at the Bedford-Atlantic armory (or other City-owned space in the study area) and coordinated with City and State services, with preference given to M/WBE entrepreneurs. The programs shall include mentorship, office space, legal and technical support to access government programs, financial and other incentives.
14. Relocation fund: The City shall make grants over a period of ten years to local businesses displaced (directly or indirectly) by the rezoning efforts. Each business will be eligible to receive grants of up to $250,000 per business adjusted for inflation, from the adoption of the rezoning, and on a case-by-case basis thereafter. The City shall also provide funding for legal services, real estate, and other relocation support and advocacy services to these businesses. Businesses located in the proposed rezoning area since April 2015, the date of the official CB8 adoption of the MCrown rezoning proposal, will be eligible, whether or not they were located in the rezoning area at the time of City Council approval of the AAMUP application.
15. Economic Impact Study: The City shall fund an impact study to analyze the effects of the rezoning on the community, with the goal of preventing displacement to the greatest extent possible. The study will be conducted by the

proposed Community Oversight Body and its consultant with support from DCP, HPD, and SBS, and will include close tracking and monitoring of resident and business displacement and conditions for potential displacement. The Study will be conducted every three years and will include quantitative and qualitative data, all of which will be published on NYC Open Data portal.

16. Notification and support to businesses facing displacement: At least 30 days prior to the City Council holding hearings on the AAMUP ULURP applications, the City Council Members shall notify all businesses in the rezoning area as to the proposed actions, and the dates of all planned hearings. And after the Rezoning is approved, shall notify and advise all businesses in the rezoning area of all resources at their disposal. Notification shall include direct mail and community outreach.
17. Supporting local businesses: The City shall set up a process so that local businesses receive a preference for City contracting and proactive information regarding private business opportunities emanating from the AAMUP plan, along with support for that process, to enable small business growth and development.
18. Supporting business parking: The zoning will allow for on-site parking sufficient for commercial manufacturing entities to sustain their services.
19. Retail square footage restrictions: The zoning will allow for a maximum of 10,000 sq feet for ground floor retail uses throughout AAMUP, except for grocery stores, to encourage smaller retail and discourage "big box" development.

III. Environmental, Sanitation, and Transportation

20. Sidewalks and the Pedestrian Experience
    a. Install bollards in front of amenities like parks. Specifically, include bollards on the sidewalks adjacent to Dean Street Playground on Dean Street and Bergen Street.
    b. Loading docks and/or entrances to off-street parking shall be designed to minimize intrusion into the pedestrian environment and disruption of the usage of Pacific, Dean, and Bergen Streets as local multimodal streets. Off-street parking, if built and not fully utilized by development residents, must be opened to the public. The zoning will allow for on-site parking sufficient for commercial manufacturing entities to sustain their services.
    c. Except for containerization, waste / recycling must be stored indoors.
21. Streetscape
    a. Within 24 months, work with the local stakeholder community to develop a comprehensive plan for the street network in the AAMUP study area that both reflects Atlantic Avenue's vital importance for through-travel and also provides for safer east-west bike travel, safer crossings of Atlantic Avenue, a more livable and walkable environment on Atlantic, and improved bus travel.
    b. Within 24 months, implement SIPS ("light touch" street improvements) to promote safety on Atlantic Avenue intersections, including but not limited to 6th Avenue, Carlton Avenue, Vanderbilt Avenue, Clinton Avenue, Washington Avenue, Grand Avenue, Classon Avenue, Franklin Avenue,

Bedford Avenue, Nostrand Avenue, New York Avenue, Brooklyn Avenue and Kingston Avenue.

c. Plan for a variety of curbside uses, including space for waste containers and loading zones in front of one entrance to large buildings, specifically a loading zone in front of the building to be constructed at 542 Dean Street.

22. Transit
    a. Capital improvements to Clinton-Washington, Franklin, and Nostrand A/C train stations, and the Franklin Avenue Shuttle, including accessibility upgrades and re-opening closed entrances.
    b. The right of way of the Franklin Avenue Shuttle should be protected and not infringed upon, with sufficient space for a potential reconstruction with two tracks.
    c. The B65 bus route should remain on Bergen and Dean Streets.
23. Open Space
    a. Any open spaces created under the Open Space Incentive will become public Parks and will be funded by annual tax assessments on the developments to be paid to the NYC Department of Parks and Recreation.
    b. Any new open spaces should be Parks, or if funded and owned privately, administered by the Parks Department, rather than publicly accessible open spaces. Approval of any expansions or renovations to existing open spaces should include Community Board review and outreach and notice to adjacent residents and businesses.
    c. All existing parks, gardens, and open spaces, whether public or private, will be protected from development.
    d. The Department of Parks shall install new astroturf and a new children's play area with heat safe equipment at the Dean Playground.
24. Environmental
    a. Abide by COY: Carbon Neutrality and other best practices.
    b. A contiguous street tree canopy should be encouraged and wherever possible, rain gardens should be installed. Maintenance (cleaning, weeding, planting, etc) of street trees, planters, and rain gardens should be funded by developments. Street furniture and redesigns should not interfere with cleaning and maintenance of curb zones, storm drains, etc.
25. General: The City shall fund a consultant to act as facilitator of a Community Oversight Body formed to oversee the City's delivery of benefits committed as part of the AAMUP neighborhood rezoning to provide transparency and accountability. Funding shall be for ten years of the date of approval of the ULURP application. Members of the body shall be nominated by City Council members and Community Boards whose districts overlap the AAMUP study area, with a target for residential tenants, commercial tenants and small homeowners of 1-3 family buildings to be represented proportionally."

Borough President Recommendation

The Brooklyn Borough President held a public hearing on this application (C 250014 ZMK) and the related applications (N 250015 ZRK, C 250016 HAK, C 250017 HAK, C 250018 PQK, C 250019 PQK, C 250020 PQK, C 250021 PPK, C 250022 PPK, and C 250023 PPK) on January 7, 2025, and, on January 22, 2025, issued a recommendation to approve the application with the following conditions:

"1. Manufacturing Conditions
    a. Require ground floor manufacturing uses in the Eastern Mid-Block zoning area
    b. Incentivize manufacturing uses in Western Mid-Block areas
    c. Establish an IBSP to support industrial growth in AAMUP
    d. Prevent manufacturing tenant displacement
2. Housing Conditions
    a. Exhaust every effort to increase the production of affordable housing, especially deeply affordable units
        a. Investigate the feasibility of a new MIH Option with deeper levels of affordability
        b. Expand affordable housing on publicly owned sites
    b. Investigate a Tenant Displacement Registry and Housing Preference Program
    c. Introduce Tenant Relocation Assistance legislation
3. Transit and Streetscape Conditions
    a. DOT must commit to a road diet to 4 lanes along Atlantic Avenue, in line with the rest of the corridor
    b. DOT should pursue paid commercial parking spaces and metered parking for non-commercial vehicles to encourage turnover and make enforcement effective
    c. DOT should prioritize investments in Lowry Triangle
    d. Make needed subway improvements"

City Planning Commission Public Hearing

On January 22, 2025 (Calendar No. 5), the CPC scheduled February 5, 2025, for a public hearing on this application (C 250014 ZMK) and the related actions (N 250015 ZRK, C 250016 HAK, C 250017 HAK, C 250018 PQK, C 250019 PQK, C 250020 PQK, C 250021 PPK, C 250022 PPK, and C 250023 PPK). The hearing was duly held on February 5, 2025 (Calendar No. 22) in conjunction with the public hearing on the applications for related actions. Twenty-three speakers testified in favor of the application and two speakers spoke who did not register in favor or opposition.

Speakers in favor consisted of the applicant team, representatives from Community Board 8, and local residents and community-based organizations, such as GMDC, the Prospect Heights Neighborhood Development Council, and the Westbrook Memorial Garden. The two speakers who did not register in favor or opposition were the Council Members for the 35th and 36th New York City Council Districts. The applicant team consisted of AAMUP project team members from DCP and HPD, as well as representatives from development teams seeking to build affordable housing at 542 Dean Street (Jobe Development and Institute for Community Living), 516 Bergen Street (Apex and Bridge Street Development), and 1134-1142 Pacific Street (Acacia Network).

DCP staff introduced the AAMUP goals, shared background on the proposal and existing context, and summarized the proposed land use actions, which was followed by a presentation from HPD describing efforts to create and preserve affordable housing, a top priority heard during public outreach. With support from the development teams, HPD provided an overview of the five individual sites proposed for redevelopment, comprised of two HPD-owned lots at 542 Dean Street and 516 Bergen Streets, one NYCT-owned lot at 1110 Atlantic Avenue, one DOE-owned parking lot at 457 Nostrand Avenue, and one nonprofit-owned lot at 1134-1142 Pacific Street. With respect to the site at 1134-1142 Pacific Street, HPD clarified that the original UDAAP proposal from 1987 was for a long-term shelter, which did not move forward because of the men's homeless shelter across the street at the Bedford-Atlantic Armory, and that by including the current proposal in AAMUP, it helped HPD prioritize the project, though an exact timeframe for financial closing and construction is uncertain. Although not directly connected with the AAMUP proposal, HPD noted that the redevelopment of a nearby state-owned site at 1024 Fulton Street for affordable housing is being advanced, in partnership with city and state elected officials, the Empire State Development Corporation (ESD), and HPD, as part of a broader effort to maximize affordable housing opportunities within the surrounding area. HPD also provided an overview of tools and programs aimed to preserve affordable housing, including the Homeowners Help Desk to assist current and future homeowners, Partners in Preservation Program to provide education and resources to tenants facing harassment or displacement

pressure, and additional legal-based support.

The Council Member for the 35th District spoke about her role helping lead the AAMUP process and shared a series of priorities, requesting that the City exceed MIH through the creation and preservation of affordable housing, consider modifying the mixed-use incentive for light industrial and arts uses, and secure funding for tenant legal assistance, a redesign of Atlantic Avenue, improvements to existing parks, job training for local residents, and support for local businesses. Regarding the type of improvements along Atlantic Avenue, she expressed a willingness to consider a reduction from six to four traffic lanes in a manner that improves safety. Regarding the types of businesses and jobs, she explained that stakeholders are looking for more than retail and housing to ensure some existing uses are preserved and maintained.

The Council Member for the 36th District spoke about the loss of Black residents due to the housing crisis, a goal to increase the amount of affordable housing using HPD resources, and requests to invest in parks, community gardens, and the public realm, especially a comprehensive redesign of Atlantic Avenue and the exterior of the Franklin Avenue C subway station. With respect to the Franklin Avenue C subway station, he elaborated that there is severe rusting, an overpass that needs better lighting, and a blank wall that should be repainted with a mural.

A representative from DOT spoke about their involvement with DCP during the engagement process, in addition to being a critical partner to coordinate short- and long-term public realm improvements. In particular, the representative gave an overview of Street Improvement Projects (SIPS) announced to at certification as an early commitment to improve safety along Atlantic Avenue and nearby corridors by refreshing crosswalk markings and daylighting certain intersections with planters, bike corrals, and neckdowns. Regarding the request for a long-term redesign, he explained that DOT will continue to coordinate with DCP to ensure alignment between a redesign and individual Builders Pavement Plans for sidewalks in front of development projects. He also noted that a redesign to reduce travel or parking lanes, referred to as a “road diet,” would need a study to evaluate different options. He also noted how commercial parking and freight-related issues would be considered as part of a future study or through

existing DOT units. Lastly, he conveyed DOT's focus on improving Lowry Triangle and Underhill Plaza, while indicating a willingness to look at improving the bicycle network on Pacific and Dean Streets.

A representative from a nonprofit that owns a mission-driven industrial facility providing subsidized spaces for industrial businesses within the project area, spoke in favor, describing their operations and long-term interest in developing space that mixes light industrial and residential uses. The Chair of the Prospect Heights Neighborhood Development Council (PHNDC) spoke in favor, requesting to remove MIH Options 1 and 2, adjust the proposed R7D district by the two HPD parcels unless non-city-owned lots are developed as 100% affordable, and adopt a curbside management plan, especially along Atlantic Avenue. A representative from the Westbrook Community Garden, located on Pacific Street between Nostrand and Bedford Avenues, spoke in favor, describing the garden's uses and asking the City to study the potential effects of shadows cast by development on Atlantic Avenue.

Three local residents spoke in favor, expressing concern about the continued rise in rental prices in the surrounding neighborhoods due to the scarcity of new housing being constructed and advocating for increased density of housing across the project area to stabilize the market. The Chair of CB 8's Land Use and Housing Committee spoke in favor, highlighting CB 8's involvement throughout the planning process. Due to the surrounding area's past and present challenges with displacement pressure, she stressed the urgency of creating more affordable housing opportunities, especially for those earning between 40% and 50% AMI, coupled with tenant protections that provide legal representation. The Chair of CB 8's Environmental and Transportation Committee spoke in favor, calling upon the City to increase support for local businesses, assist the relocation of businesses threatened with displacement, apply an incentive for specific uses akin to the Gowanus Mix, and implement a comprehensive street plan along Atlantic Avenue.

The Commission also received written testimony, which included testimony from additional residents expressing support and one opposed due to shadows cast on Lefferts Place Garden,

along with a letter from Transportation Alternatives requesting a series of commitments to complete a "road diet" along Atlantic Avenue and improve safety conditions for pedestrians and bicyclists along other streets within the project area.

CONSIDERATION

The Commission believes that this application for a zoning map amendment (C 250014 ZMK), in conjunction with the related applications for a zoning text amendment (N 250015 ZRK), as modified, UDAA designations and UDAAP approvals of City-owned property (C 250016 HAK and C 250017 HAK), acquisition of property by the City (C 250018 PQK, C 250019 PQK, and C 250020 PQK), and dispositions of City-owned property (C 250021 PPK, C 250022 PPK, and C 250023 PPK), are appropriate.

At certification, the Special District included a provision for developers of mixed residential and industrial developments to enter a Restrictive Declaration in consultation with the Department of Environmental Protection (DEP), an approach modeled from a text amendment approved at 803 Rockaway Avenue (N 200057 ZRK). As modified by the CPC following additional agency coordination, applicants seeking to combine residential with uses with the environmental ratings pursuant to ZR Section 123-22 can apply for a Chair Certification, which will place an e-designation on the property and require detailed analyses that environmental protections are met as a condition for the issuance of a Certificate of Occupancy. An e-designation would remain on the zoning lot, with oversight from the Mayor's Office of Environmental Remediation (OER), creating a mechanism for enforcement and a pathway for adjustments to be made after receiving approval if there is a change of use, occupancy, or equipment. This modification will further the ability to meaningfully mix residential and industrial uses in a safe and environmentally sound manner.

The Commission enthusiastically supports that the Atlantic Avenue Mixed-Use Plan (AAMUP) and its associated actions to facilitate the redevelopment of a low density industrially-zoned area of Central Brooklyn with excellent access to public transit and major job hubs into a thriving, mixed-use district of mixed-income housing and ample job space. In addition, the Plan will

transform this section of Atlantic Avenue from an auto-centric, neighborhood-dividing thoroughfare to a pedestrian-friendly corridor lined with businesses and new mixed-income housing along a widened sidewalk and landscaped median. New housing and businesses will complement the predominantly low- to mid-rise, historic residential areas surrounding AAMUP. In particular, AAMUP builds on a decade long planning and engagement effort with elected officials, Community Boards 3 and 8, City agencies, and local stakeholders, to develop a shared vision and implement a holistic, neighborhood-wide plan that couples housing and job growth with investments in infrastructure and site-specific strategies to maximize the creation of affordable housing.

AAMUP spans roughly 21 blocks along Atlantic Avenue, between Vanderbilt and Nostrand Avenues, as well as two non-contiguous areas to facilitate site-specific projects on two HPD sites and one DOE-owned parking lot. Within the primary area, AAMUP will help reinvigorate a moribund area of primarily vacant land, open vehicle storage, and many underutilized lots where the restrictive M1-1 zoning, unchanged since 1961, has directly stifled growth, resulted in disinvestment, and severely constrained the use of land. Atlantic Avenue, a 120-foot-wide major thoroughfare running through the middle of the AAMUP study area, is currently a dangerous, auto-oriented barrier which divides the neighborhood. In sharp contrast, the surrounding neighborhoods are made up of thriving, predominantly low- and mid-rise residential side streets with rising home values and rents that tend to price out residents who can no longer afford these high housing prices. As demand to live in these areas has skyrocketed, the housing supply has not been able to keep pace, and AAMUP can play a pivotal role in helping to alleviate the surrounding area's chronic shortage of market-rate and affordable housing. To accomplish this, AAMUP seeks to allow this currently zoned M1-1 neighborhood to build more homes, including new permanently affordable and rent regulated homes, unlock new businesses and job opportunities, and re-envisioning Atlantic Avenue as a safer, vibrant, and more enjoyable corridor that can accept new housing growth and knit the surrounding neighborhoods back together.

These land use actions will achieve a range of objectives of AAMUP to create new, permanently

affordable and rent regulated housing on private sites through MIH and even deeper levels of affordability on public sites; reinforce the area as a local job hub where residents can walk-to-work; promote a mixed-use neighborhood that supports new housing and space for local retail, community facilities and services, and light industrial uses; strengthen the Atlantic Avenue streetscape, improve safety along the corridor and at key intersections, and increase opportunities for publicly accessible open space; and require active ground floor uses along key corridors. In total, AAMUP is projected to create over 4,600 new homes, 1,440 of which will be affordable, and over 800,000 square feet of commercial, community facility, and light industrial space, amounting to approximately 2,800 new jobs.

AAMUP is an excellent location to accommodate new housing and job growth due to its proximity to public transit, bicycle infrastructure, services and amenities, and parks and open space. Within a quarter of a mile of the Plan's area are numerous public transit options, including the A and C line with stops along Fulton Street, the LIRR at Nostrand Avenue, the Franklin Ave Shuttle, and nine additional subway lines and the LIRR terminus at the Atlantic Terminal transit hub just a few blocks to the west. Multiple local bus and Select Bus Service (SBS) routes run directly through the project area, and bicycle lanes run along Dean and Bergen Streets and the north-south corridors. Collectively, the public transit access and bicycle infrastructure in and around AAMUP provide excellent access to surrounding neighborhoods and major job hubs in Manhattan and Downtown Brooklyn. AAMUP is also well-connected to nearby commercial corridors – such as Fulton Street and Franklin, Nostrand, Bedford, Classon, Washington, and Vanderbilt Avenues – where residents can access a range of local retail and services, in addition to the new businesses expected to be produced within AAMUP.

The AAMUP planning process represents the culmination of more than a decade of engagement, initiated by Community Board 8 and their M-CROWN process, setting a vision to create new affordable housing and jobs accessible to local residents. Following this initial engagement, DCP released a draft land use framework in 2018, helping to memorialize land use priorities with community stakeholders towards a shared vision for the future, as well as serve as a guide for the Commission to evaluate the appropriateness of private land use applications proposed within the

area. Following the release of the 2018 land use framework, the Department continued to engage with CB 8, leading to CB 8 issuing a revised Resolution in 2019 incorporating the land use framework's principles. Between 2019 and 2022, seven private rezoning applications received approval by the City Council, which helped meet some short-term community goals and advanced much-needed housing production, but resulted in a patchwork of zoning districts that could not fully achieve the broader community vision. As an alternative to the piecemeal review of individual private applications, there was also growing interest in the City undertaking a holistic, neighborhood-wide plan. In tandem with the approval of the 870-888 and 1034-1042 Atlantic Avenue applications in 2022, the City responded to a formal request from elected officials, Community Boards, and various stakeholders to sponsor a neighborhood plan by committing to advance planning efforts. Subsequently in 2022, the Department coordinated with the local Council Members to develop an outreach plan, select and onboard an engagement consultant, and renamed the process AAMUP to acknowledge both the previous planning work while expanding engagement to those who were previously uninvolved, and collecting feedback on planning topics that were not yet discussed.

The Commission applauds the recent AAMUP public engagement process, especially the strong partnership with the Council Members from the 35th and 36th Council districts. In collaboration with City agency partners, City Council staff, and assistance from a facilitation consultant, a robust engagement effort took place in 2023 that included nine topic-based working group meetings, three open-house-style public workshops, and nine steering committee meetings with a dedicated group of local stakeholders. Later that same year, DCP released the *AAMUP Community and Priorities Report*, which summarized the feedback from the outreach process and identified a series of community-driven priorities and strategies to shape the future proposal. These priorities included the creation and preservation of affordable housing with a mix of uses and density anchored on Atlantic Avenue, a coordinated public realm and open space plan, and job training and business support, including reactivating the Bedford Atlantic Armory as a center for workforce development or nonprofit space in a manner that complements that existing men's shelter. Furthermore, DCP's pre-certification engagement included a small business roundtable and a workshop on public realm improvement opportunities.

The Commission believes the existing M1-1 zoning is outdated and completely out of sync with the current and future needs of AAMUP and its surrounding neighborhoods. The current zoning stems from historic land use patterns dating back to the 1800s, when a freight line ran at grade along Atlantic Avenue, carrying goods and materials between Brooklyn's industrial waterfront and Long Island, and leading to the growth of industrial businesses along the corridor to support the movement of goods. After freight rail service discontinued in the early 1900s and passenger rail was relocated below grade in the mid-1900s, Atlantic Avenue evolved into an auto-centric corridor with garages, repair shops, and gas stations. In 1961, an M1-1 zoning district was mapped and enshrined this land use pattern, instituting a suburban-style vision where new residential is prohibited and new commercial or industrial uses must be low-rise and contain ample amounts of off-street parking. Due to the constraints placed by the M1-1 zoning and wider macroeconomic trends, minimal development and building alterations have occurred since 1961 and there has been a loss of non-conforming housing. New investment has been limited to auto-related businesses, the adaptive reuse of multi-story, loft-style buildings, and some new mixed-use developments facilitated by recent private rezoning applications. As another consequence of the M1-1 zoning, a large swath of lots, particularly on the interior blocks south of Atlantic Avenue, have become vacant, self-storage, bus or vehicle parking, and open storage, which have resulted in low job densities and a harsh, unsafe streetscape experience for pedestrians.

Despite the existing zoning constraints, the Commission recognizes that AAMUP serves as a local job hub where commercial and service-based jobs have grown since 2000. Based on employment data, an estimated 890 jobs are in the primary AAMUP area, with approximately three-quarters classified in commercial-based sectors consisting of office, retail, and other services and a quarter being in industrial-based sectors – primarily wholesale, distribution, and construction. With strong access to public transit, including the regional LIRR at Nostrand Avenue, the Commission believes AAMUP is part of a network of transit-accessible, industrially zoned areas in Brooklyn that are well-suited to continue functioning as a local jobs hub where residents can walk to walk.

The Commission acknowledges the deep, interconnected relationship between the area's land use, housing, population, and demographic trends. In contrast with the land uses in AAMUP, the surrounding neighborhoods are largely built up, well-established residential communities with prewar housing stock that includes larger apartment buildings, many of which contain rent-stabilized units, and smaller apartment buildings and one- to two-family rowhouses that are mostly market-rate and lack such rent regulation. Within the past few decades, these neighborhoods have undergone major population and demographic shifts, which, in combination with "contextual" rezonings and the establishments of historic districts that limit new construction, have exacerbated the ongoing housing crisis and the inability to accommodate growth. When the M1-1 zoning was mapped in 1961, the city faced significant issues with middle class flight, population loss, and disinvestment. Within a quarter mile of AAMUP, the population declined by 29 percent from 1970 to 1980, then stabilized and increased from 2010 to 2020, but never fully recovered to 1970's peak population. The period from 1990 to 2020 also coincided with the designation of Historic Districts and mapping of contextual zoning districts surrounding AAMUP, which were a powerful tool to preserve the built character but limited new construction and placed increasing pressure on the existing housing stock to absorb rising demand. Although housing production within Community Districts 3 and 8 ranks higher than average, the vast majority of new construction is concentrated along specific corridors and nodes, such as the state-led, multi-phased Pacific Park project to the west of AAMUP.

Steep demand for market-rate and affordable housing -- without adequate supply and tenant protections -- has contributed to displacement pressure for existing residents, where between 40 percent to 50 percent of households across the context area are either rent-burdened or severely rent-burdened. Demographically, the Black non-Hispanic population has also declined in Community Districts 2, 3, and 8, accompanied by a sharp rise in White non-Hispanic and Asian populations – fueling broader issues of gentrification and efforts to support vulnerable low- and moderate-income Black residents. In light of these trends, the Commission is cognizant that AAMUP will not fully address the local housing crisis, but it does represent a critical part of the solution with meaningful steps to spur the creation of new housing in a manner that eases displacement pressure, maximizes opportunities for deep affordable housing on public sites, and

leverages programs and services from HPD to preserve existing affordable housing and assist tenants already facing pressure.

The Commission is pleased that several capital projects are being evaluated by City agencies to fulfill broader objectives of AAMUP — including improvements to playgrounds, schoolyards, and transit facilities -- the Commission would like to further highlight several existing and ongoing investments within the surrounding area. These include a variety of SIPs to improve safety at dangerous intersections, a $24 million reconstruction of the 3.38-acre St. Andrews Playground, and renovations to Lowry Triangle and Underhill Plaza, which is part of a broader project by DOT in Prospect Heights.

In the absence of zoning changes, much of AAMUP area's uses will remain as-is, while private applications are expected to continue, resulting in zoning changes occurring in a piecemeal manner without a unified zoning approach and relying on off-the-shelf zoning districts without a Special District to address specific goals. The proposed actions will also enable the City to advance several community-based goals, such as creating new affordable housing on multiple public sites and prioritizing sites already in the pipeline to deliver sorely-needed affordable housing faster and less expensive.

Zoning Map and Text Amendments (C 250014 ZMK and N 250015 ZRK)

The Commission believes that the amendments to the zoning map (C 250014 ZMK) and amendments to the zoning text (N 250015 ZRK), as modified, are appropriate. The Commission appreciates how the proposed zoning builds upon past outreach, evolving from the original DCP framework in 2018 to a revised framework from 2023 based on broader public feedback to allow more mixed-use opportunities with housing. The proposed zoning also reflects many recommendations identified in the *2023 AAMUP Community Vision and Priorities Report*, including the recognition of Atlantic Avenue as a key growth corridor to accommodate growth and site-specific strategies to increase the amount and depth of affordable housing.

The Commission is pleased by DCP's approach to mapping zoning districts which were carefully

tailored in response to the built context, street widths, and other urban design considerations. For example, the highest density and tallest buildings are oriented along Atlantic Avenue given its prominence as a 120-foot-wide corridor with greater access to light and air, while heights and densities "step down" to the narrower, 70-foot-wide street conditions along the north-south corridors and interior mid-blocks. This approach is especially evident on the northern side of Atlantic Avenue to the east of Franklin Avenue, where large sites are mapped with a high density C6-3A district (R9A equivalent) within 100 feet of Atlantic Avenue and the remainder of the sites are mapped with a more moderate density C4-3A (R6A equivalent) along Bedford Place, a narrow street, and C4-5D (R7D equivalent) along Bedford Avenue, a wide street. Additionally, the proposed zoning is crafted to facilitate specific goals on public or nonprofit-owned sites.

The Commission recognizes that the private applications created a patchwork of zoning districts, which the proposed zoning will rectify by establishing a consistent, unified framework. First, the Special District will apply to the primary AAMUP area, including portions rezoned by private applications, to guarantee that entire area is subject to the Special District's streetscape and open space regulations. Second, certain mid-blocks will be rezoned to swap residential districts paired with commercial overlays to residential paired with manufacturing districts. Some private applications mapped commercial districts as an off-the-shelf option that met site-specific development goals, however, pairing residential districts with manufacturing districts is more appropriate on a neighborhood-wide scale, as it would ensure existing industrial businesses remain conforming with zoning. As modified by the Special District, there will also be a preference for non-residential uses in the mid-block mixed-use districts.

Atlantic Avenue

Today, Atlantic Avenue is one of Brooklyn's most prominent corridors, stretching east-west across the entire borough, varying in width, and bounded by a diversity of uses, building heights, and densities. Within the project area, the avenue functions primarily as a wide through route for trucks and private vehicles, has a poor streetscape and unsafe pedestrian experience with long crosswalks and narrow sidewalks, and physically divides the vibrant neighborhoods to the north and south. Atlantic Avenue will be mapped with C6-3A to support a high density mix of

residential and commercial uses up to an FAR of 9.02 for residential, 6.0 for commercial, and 7.5 for community facilities. Although R9A-equivalent districts are not frequently mapped outside of Manhattan and Central Business Districts, the Commission believes that the proposed FARs, as well as the maximum base height of 135 feet and building height of 185 feet, is appropriate for Atlantic Avenue, given that the corridor is exceptionally wide with close access to public transit and citywide job hubs. The C6 regulations will also permit multiple floors of non-residential uses to encourage upper floor offices and other types of commercial use that generate jobs and services. Moreover, the Commission notes its past approval of C6-3A by the 840, 870-888, 1034-1042, and 1045 Atlantic Avenue private applications. The Commission notes that the *2023 AAMUP Community Vision and Priorities Report* identified Atlantic Avenue as being the most appropriate corridor for the highest densities and building heights due to its width and prominence.

The Commission supports the M1-4A/R9A district on the south-facing frontage of Atlantic Avenue between Classon and Franklin Avenues to reflect active industrial uses at GMDC and 1110 Atlantic Avenue that may remain and expand in the future. The M1-4A/R9A district will have the same bulk and FAR regulations for residential and community facility uses as the C6-3A district proposed elsewhere along Atlantic Avenue, while the pairing with M1-4A will permit a wider range of light industrial uses with a maximum FAR of 5.0 for both commercial and industrial use.

To address unique conditions along the corridor, the Special District includes provisions to improve the streetscape, promote space for jobs and active uses, and incentivize the creation of new open space. To encourage architectural variety, further enhance the pedestrian experience, and break up the facades along the corridor's 800-foot-long blocks, the Special District mandates façade articulation for developments on lots with more than 100 feet of frontage. Additionally, all developments will be required to setback the street wall to achieve a 20-foot distance from streetwall to streetline, which will result in a five-foot setback for most sites. The required street wall setback will effectively widen pedestrian clear path on the sidewalk and provide even greater access to light and air. On the ground floor, active non-residential uses with transparency

and glazing regulations will be generally required to a depth of 30 feet, bringing vibrancy to the ground floor while guaranteeing space for businesses. Through lots and corner lots on Atlantic Avenue will be required to move loading operations away from Atlantic Avenue, which will reduce curb cuts that can worsen congestion and detract from the pedestrian-friendly environment. Lastly, to incentive new publicly accessible open space, the Special District will create a CPC authorization, eligible on lots greater than 25,000 square feet, allowing property owners to apply for a 20 percent floor area increase if public open space is provided which meets a range of design, maintenance, and operational standards. To accommodate the floor area increase associated with the provision of public open space, the authorization will also permit up to a 25 percent increase in building height. The increased density will be a valuable tool to incorporate pocket parks on larger sites along Atlantic Avenue, further strengthening the streetscape, providing variation in the built environment, and offering up opportunities for much-needed public open spaces. The Special District regulations along Atlantic Avenue are also intended to complement a potential future redesign of the corridor, which the Commission notes will require a separate study by DOT to analyze options.

North-south corridors

The Commission supports the paired M1-3A/R7D district along Grand and Classon Avenues to the south of Atlantic Avenue, as well as mapping C4-5D along Bedford Avenue. The proposed bulk is appropriate for Grand and Classon Avenues, which are narrow, 70-foot-wide streets characterized with short block frontages where bulk can be concentrated at corners. These corridors also serve as important north-south connections, where more pedestrian flow is anticipated with future development. The pairing of R7D, which allows up to 5.6 FAR for residential, and M1-3A, which allows up to 4.0 FAR for commercial or industrial uses, will ensure that the bulk envelope can accommodate both types of uses in rough parity, given that commercial and industrial uses tend to require higher floor to ceiling heights. The C4-5D district (R7D equivalent) mapped along Bedford Avenue is appropriate, as Bedford Avenue is an 80-foot-wide corridor and the C4-5D district will extend a district already mapped on Fulton Street. In tandem with the mapping of these districts, the Special District will mandate active ground floors with non-residential uses to improve the streetscape and support more space for jobs as an

important north-south neighborhood connectors.

Mapping C2-4 commercial overlays is appropriate to bring existing commercial uses into conformance with zoning along both frontages of Classon Avenue between Dean and Bergen Streets, and along the eastern frontage of Franklin Avenue between Pacific and Dean Streets. Presently, these frontages are already populated with commercial uses.

Interior Mid-Blocks

The Commission believes that M1-2A/R6A districts are appropriate for the interior mid-blocks south of Atlantic Avenue and along Franklin Avenue between Atlantic Avenue and Pacific Street. The pairing of M1-2A with R6A will ensure broad-based flexibility for the mixing of residential, commercial, community facility, and light industrial uses, while ensuring that current industrial uses remain conforming in zoning. Similar to the M1-3A/R7D district, M1-2A/R6A is intended to bring parity between the residential and non-residential bulk regulations by allowing up to 3.9 FAR for residential and 3 FAR for non-residential uses. The proposed heights, mix of uses, and densities are appropriate for the mid-block and side street context while also serving as a transition to the existing R6B zoning districts directly to the south. As an innovative tool proposed in the Special District, mixed-use buildings will be able to take advantage of a higher total FAR of 5.0 to incentivize one- to two-floors of non-residential uses, amounting to 1.1 additional FAR. The Commission believes this will serve as a helpful tool to encourage job-generating space in the mid-block areas, a high priority for many stakeholders.

A C4-3A (R6A equivalent) will be mapped on Bedford Place, 100 feet north of Atlantic Avenue, in recognition of Bedford Place as a narrow side street where a transitional step down in height from Atlantic Avenue is appropriate while also transitioning to the R6B districts to the north. Rather than pairing a manufacturing and residential district, the C4-3A is appropriate at this location, as it is being mapped only a portion of two larger sites, which are flanked by C4-5D and C6-3A commercial districts.

Because Herkimer Place is a narrower side street with a width of 50 feet, the Commission

believes the mapping of M1-1A/R6B is appropriate. Similar to the C4-3A district above, M1-1A/R6B will provide a necessary step down from the C6-3A district and well-suited for the narrow street condition. The pairing of M1-1 and R6B will also apply an incentive FAR of 0.6 for non-residential uses to encourage more space for jobs, similar to the M1-2A/R6A noted above.

Residential and HPD and DOE parcels

The Commission is supportive of the proposed zoning to facilitate deeper levels of affordable housing on City- and nonprofit-owned sites. On the HPD parcels, the proposed R7D district will help facilitate two fully affordable developments on two HPD-owned lots. In response to CB 8's recommendation to adjust the proposed zoning for non-HPD-owned lots, the Commission asserts that R7D is appropriate because this area is flanked by Dean Street Playground, which affords greater access to light and air, and within a high opportunity area, located less than one block from a subway station and a quarter mile from the Atlantic Terminal transit hub. Further, the proposed R7D zoning district forms a rational zoning district boundary that extends from the mid-block westerly towards 6th Avenue, a north-south corridor that also connects to Flatbush Avenue.

On the DOE parcel at 457 Nostrand Avenue, an R7-2 district is proposed to help facilitate an infill development on a parking lot. The R7-2 district is an appropriate district that provides necessary street wall flexibility for a future infill project, while reflecting the more non-contextual character of the existing school building. The Commission notes that any development will be subject to a future RFP process and LPC review, which will regulate appropriate height, design, and bulk of any new development on this site.

The Commission believes that the mapping of an R7A district along Franklin Avenue between Dean and Pacific Streets, which will extend eastward along Pacific Street to facilitate residential development at 1134-1142 Pacific Street is appropriate. The proposal extends an existing R7A district mapped to the south along Franklin Avenue and will allow a mission-driven, non-profit affordable housing developer to develop affordable housing on their site.

Bedford-Atlantic Armory

The Commission supports the M1-3A district at the Bedford-Atlantic Armory, a City-owned facility used mainly as a men's homeless shelter and designated as a landmark. M1-3A is a light industrial district that permits industrial, commercial, and community facility uses up to an FAR of 4.0. In the short-term, M1-3A will bring the building into greater compliance with zoning and provide flexibility for potential renovations. In the medium and long-term, the proposed zoning can facilitate the re-activation of underutilized space for other uses, such as a workforce development center, while maintaining DHS shelter operations. In partnership with LPC, DHS, SBS, and other agencies, the Commission supports an assessment of the feasibility of renovating and expanding the Armory's interior space with the colocation of other uses that benefit the community.

Special Atlantic Avenue Mixed Use District

The Commission believes the Special District complements the zoning proposal and will help meet key objectives that cannot be addressed solely by the underlying zoning. In particular, the Special District will create special floor area and bulk regulations with the goals of enhancing the streetscape along Atlantic Avenue, requiring active ground floor uses on key corridors, incentivizing space for jobs on mid-blocks, improving the ability to mix residential with industrial uses, and encouraging publicly accessible open space on large sites.

As described above, the Special District includes multiple provisions to support a mixed-use neighborhood. First, the Special District will enhance the streetscape by mandating active non-residential uses along ground floors of corridors by applying Tier C regulations along Atlantic Avenue and designating Grand and Classon Avenues as Tier B frontages whereby active uses are required. Second, the Special District enables the pairing of manufacturing and residential zoning districts in order to allow both broad flexibility for businesses and ensure existing industrial uses remain conforming with zoning. A previously mapped MX district from the 1050 Pacific Street Rezoning will be removed to avoid redundancies with the Special District's regulations. Third, the Special District includes a mechanism in interior mid-blocks to incentivize non-residential

uses in mixed-use buildings. In M1-2A/R6A districts, mixed-use buildings will have a 1.1 FAR incentive with a total FAR of 5.0, together with a higher base height of 95 feet and building height of 125 feet to accommodate the added floor area, while in M1-1A/R6B districts, mixed-use buildings will have a 0.6 FAR incentive with a total FAR of 3.0, together with a higher base height of 65 feet and building height of 95 feet. The Commission believes this incentive will encourage mixed-use development with one- to two- non-residential floors and abundant space for job-generating uses. For developments using this tool, a more flexible bulk envelope will be permitted to fully utilize available floor area.

Fourth, the Commission applauds a new tool within the Special District to give more flexibility for light industrial and residential uses to co-locate. The Commission supports MX zoning districts and heard a presentation on the City's Industrial Plan that documented that MX districts generate both new housing as well as jobs across all sectors. However, the Commission is concerned that rules in MX zoning may prohibit certain uses from locating with residential if the industrial use has certain environmental ratings set by the Administrative Code and the NYS DEC environmental ratings. Although the requirement is well-intended to protect residents from environmental risks associated with industrial uses, it has become a barrier for projects where industrial uses can safely operate near residential uses with proper ventilation, vapor barriers, and other contemporary technologies. At certification, the Special District included a provision for applicants constructing mixed residential and industrial buildings to enter a Restrictive Declaration in consultation with DEP, an approach modeled from the 803 Rockaway Avenue application. However, after subsequent agency coordination, this approach was determined to be insufficient. Therefore, the Commission seeks to modify this text by creating a new Chair Certification, which will allow applicants to pursue an application process with analyses demonstrating that environmental protections are being met as a condition for the issuance of a Certificate of Occupancy. An e-designation will be placed and remain on the lot, with oversight from the Mayor's Office of Environmental Remediation (OER), as a mechanism for enforcement and permit changes. This will allow a standardized process for safely allowing the mixing of light industrial with residential uses.

The Commission is pleased by the Special District's bulk regulations to enhance the Atlantic Avenue streetscape, promote new open space, and address unique conditions for lots adjacent to the Franklin Avenue shuttle. As stated above, to enhance the streetscape and provide greater access to light and air, the Special District requires a minimum streetwall to streetline width of 20 feet, unless the required street wall setback is more than five feet, while requiring new developments with more than 100 feet of frontage to break up the street wall and articulate the façade given the longer block frontages along Atlantic Avenue. In light of the physical constraints and noise associated with lots adjacent to the Franklin Avenue shuttle, the Commission agrees that relaxing rear yard regulations is warranted to give developments the flexibility to physically buffer from the rail and shift bulk to other portions of a property. The Commission notes that the Special District's CPC authorization to create new, publicly accessible open space will help partially mitigate an open space impact, as identified in the FEIS. Modeled after the public plaza program and limited to only the largest sites capable of accommodating public space, this represents the first instance of applying this valuable tool in Central Brooklyn. In accordance with the public plaza program and standard procedure for review, the spaces will follow rigorous design standards and be permanently public with stipulations set forth in a legal agreement related to maintenance and operations. Regarding the recommendations of Community Board 8, the Commission notes that the underlying plaza regulations will involve a discretionary, case-by-case review with Community Board review, along coordination with DPR on a legal agreement that codifies the design and the owner's responsibility for maintenance and operations.

The Commission notes the original application included a number of provisions intended to mirror the City of Yes for Housing Opportunity proposal (N 240290 ZRY). Since the original zoning text application's certification into public review, the citywide Housing Opportunity text has been approved by the City Council, which obviates the need for those elements in the original application. Therefore, the Commission is modifying the zoning text to remove these redundant elements. Additionally, minor updates to the MIH maps have been made to reflect new standards resulting from the citywide text amendment.

Mandatory Inclusionary Housing

The zoning text amendment related to MIH is appropriate, as it will ensure that 20 to 30 percent of new residential development will be permanently affordable. The zoning text amendment will amend Appendix F of the ZR to apply MIH Options 1, 2, and 3 to the proposed R7A, R7-2, R7D, C6-3A, M1-1A/R6B, M12A/R6A, M1-3A/R7D, M1-4A/R9A, C4-3A, and C4-5D districts, while amending MIH on an existing C6-3X area, to require a share of new housing to be permanently affordable and rent regulated where significant new housing capacity will be created. The Commission believes that having Options 1, 2 and 3 available within AAMUP will balance the area's need for deep affordability levels and its need to also provide housing for moderate- and middle-income households to support the area's economic diversity over time.

Mixed-Use Approach

The Commission would like to elaborate on AAMUP's mixed-use approach with respect to recommendations made by CB 8 to set aside a portion of the mid-block non-residential FAR incentive for light industrial and arts uses, as well as the Borough President's condition to require or incentivize manufacturing space. The Commission is sympathetic to the intended goals of this targeted job generation, but remains concerned about the appropriateness of applying this approach in AAMUP via zoning, and instead urges DCP and its partner agencies to continue exploring non-zoning strategies to support local businesses and workforce development. Zoning is a tool for determining density, height, and use, and has had limited success of curating or mandating the tenanting of spaces with specific businesses over long periods of time. As noted previously, industrial jobs represent a small percentage of the project area and have been declining since at least 2010. Of the approximately 890 jobs which exist in the area today, about 75% of jobs are within the institutional, office-based, and local services sectors, while 25% are within the construction, warehousing, and distribution sectors. Since 2010, the vast majority of employment growth has been attributed to office, retail, and local services sectors, while industrial jobs are largely concentrated at the GMDC facility.

In comparison to other industrial districts, particularly Industrial Business Zones (IBZs), AAMUP contains a much broader mix of non-residential uses in close proximity to residential

uses. The current M1-1 zoning allows a full range of non-residential uses, without an incentive for industrial use, yet a large portion of lots have been vacant for decades or occupied by parking, distribution, warehousing, and self-storage, which generally have low job densities. In the Special Gowanus District, an incentive for arts, industrial, and community facility uses was applied based on a rationale to preserve the existing character and promote these uses on large sites, often with multiple frontages to feasibly accommodate the mix of residential and industrial use. Gowanus has a higher concentration of existing manufacturers, artists, and industrial uses with a stronger market to support these uses in new, mixed-use development. In contrast, AAMUP's mid-block development sites are much smaller and the market demand to tenant such spaces in new development remains low and uncertain in the short- and long-term future. Because zoning is a blunt tool that can remain in place for decades, the Commission is concerned that requiring manufacturing uses in AAMUP would inhibit development when combined with MIH requirements, raise enforcement issues with differentiating industrial from other types of non-residential use, and result in small, inefficient spaces that would remain untenanted, vacant, and potentially illegally converted due to limited, uncertain demand. Moreover, an outcome with a high volume of industrial uses on the ground floor may result in a truck-intensive streetscape that is not conducive to such a transit rich area with poor highway access, contradicting the community's objectives for an active, safe, pedestrian-friendly environment. Furthermore, the Commission believes that introducing use limitations would run counter to the tenet of providing flexibility for businesses in the City of Yes for Economic Opportunity text amendment.

A core goal of the Special District is to leverage these market trends to facilitate a mix of both housing and jobs through the use of existing and new incentive-based zoning tools. Because zoning changes need to work across generations, the Commission believes the proposed zoning balances the goals of a mixed-use neighborhood and job growth, while maintaining long-term flexibility to respond to local and regional changes in the economy. As stated earlier, the Commission regards the pairing of industrial and residential districts as an important tool in facilitating both housing growth and job growth, but is pleased that DCP is taking extra steps by requiring non-residential ground floor uses on major corridors, creating a new preferential incentive that gives a boost to non-residential uses along side streets, and incorporating a new

mixed-use language to ensure industrial uses can be combined safely and effectively with residential. Additionally, partner agencies are working on delivering targeted programs to further expand job growth, business expansion, and workforce development, with the potential for economic development services at the City-owned Bedford-Atlantic Armory, all of which will be responsive to CB 8's recommendations.

During public outreach, a core priority related to job growth has been creating employment opportunities for local residents without a bachelors degree. By mandating or incentivizing only certain types of non-residential uses, the Commission is concerned that will inadvertently hinder the community-based goal of producing well-paying jobs accessible to local residents, as evidenced by MX and local jobs trends, as outlined above and in a DCP memo. The ground floor requirements and new mid-block zoning incentive, combined with the expansion of business support and workforce development programs in coordination with SBS, is a more responsive, effective tool towards achieving this goal of creating thousands of new, accessible jobs. The Commission believes this combination of tools is sensible given the mixed-use nature of the project area, market trends, and the primarily intact residential blocks in the immediate-surrounding neighborhoods which may not be well suited for heavy industrial uses. More broadly, as part of the NYC Industrial Plan, outlined in Local Law 172-2023, the Commission notes that DCP will continue to work on identifying appropriate areas to support industrial and manufacturing businesses and jobs.

Site-Specific Actions

Collectively, the Commission recognizes that the site-specific actions below will help facilitate the redevelopment of City- and nonprofit-owned lots as part of a broader effort to maximize housing opportunities, particularly deeper greater amounts and depth of affordable housing, a top priority heard during public outreach. While two HPD-owned parcels include specific proposals selected through a prior RFP process, the remaining sites are at a preliminary phase and will require a future RFP process to review proposals. Regarding two DOE-owned lots at 510 Clermont Avenue and 960 Prospect Place, which were analyzed in the FEIS but did not include land use actions, the Commission acknowledges that it is premature to include actions due to

fundamental issues related to feasibility and the resources necessary to relocate sensitive student populations. However, the Commission advises DCP and HPD to continue engaging with DOE to address their concerns as part of the neighborhood planning process.

UDAA and Disposition Approval (C 250016 HAK and C 250017 HAK); Acquisition of Property by the City (C 250020 PQK)

The Commission believes the UDAA designations, project approvals, and dispositions of City-owned property (C 250016 HAK and C 250017 HAK), in addition to an acquisition of property by the City (C 250020 PQK), are appropriate.

The disposition sites at 542 Dean Street (Block 1136, Lots 29, 32, 33, 34, 35) and 516 Bergen Street (Block 1143, Lot 25) consist of underutilized land that tends to impair or arrest the sound development of the surrounding community, with or without tangible physical blight. Incentives are needed in order to induce the correction of these substandard, insanitary, and blighting conditions. The project activities will protect and promote health and safety and will promote sound growth and development. The disposition sites are therefore eligible to be a UDAA and the proposed project is therefore eligible to be UDAAP pursuant to Article 16 of the General Municipal Law. The sites are currently underutilized with surface parking and a partly vacant garage used for HPD enforcement vehicles.

The Commission supports these actions, which will facilitate the development of sorely needed affordable housing in a transit and amenity-rich location, including 151 affordable homes for older adults at 542 Dean Street and 111 affordable homes for families at 516 Bergen Street. The Commission is also pleased that both developments will include supportive services, including a multi-purpose community facility space at 516 Bergen Street that can be used by local nonprofits and arts-based groups. At 516 Bergen Street, an acquisition action is appropriate to ensure HPD has the option to replace and relocate HPD vehicles in the cellar of the new development following the site's disposition. At 542 Dean Street, the Commission appreciates development's undulating façade, wider sidewalk towards the publicly accessible open space, and design of the open space adjacent to Dean Playground, which will serve as a visual and physical connection to

the park, support older New Yorkers and other parkgoers alike, and foster a sense of safety. As the design is finalized, the Commission encourages HPD, DPR, and the selected development team to improve the edge condition with Dean Playground to reduce any intrusions or barriers caused by a ramp or fencing. Lastly, the Commission recognizes that, by including these actions in AAMUP, the neighborhood plan is helping prioritize and expedite fully affordable projects in HPD's pipeline.

1110 Atlantic Avenue Acquisition of Property by the City (C 250018 PQK) and Disposition of City-owned Property (C 250021 PPK)

The Commission believes that a disposition and acquisition actions is appropriate for 1110 Atlantic Avenue (Block 1126, Lot 32), which will facilitate the redevelopment of an underutilized City-owned lot under a master lease with NYCT and currently used by the MTA as a cable repair shop, intended to be relocated. These actions are necessary to support a goal of maximizing housing opportunities on City-owned sites within AAMUP and facilitate a future RFP process, with the acquisition action serving to ensure flexibility for the City to reacquire a portion of the lot if NYCT facilities remain in a future development scheme. Although a specific development proposal will be shaped by a future RFP, the site is projected to create approximately 167 homes with ground floor commercial or light industrial space.

1134-1142 Pacific Street: Acquisition of Property by the City (C 250019 PQK) and Disposition of City-owned Property (C 250023 PPK)

The Commission believes acquisition and disposition actions are appropriate for 1134-1142 Pacific Street (Block 1205, Lots 11, 14, 111), in order to facilitate a fully affordable, 119-unit development by Acacia Network on a site with a vacant building and unimproved area. To facilitate the redevelopment, an acquisition of property is proposed in order to first allow the City to remove a deed restriction associated with a prior UDAAP, and then a disposition of City-owned property to transfer the property back to Acacia Network and redevelop the site.

457 Nostrand Avenue: Disposition of City-owned Property (C 250022 PPK)

The Commission believes the disposition action at 457 Nostrand Avenue (Block 1844, Lot 1) is

appropriate, as it would facilitate housing development on a portion of a lot owned by DOE currently used as surface parking and occupied with an adult education center. As a City-owned site located one block from public transit, this action will help facilitate a future RFP process that is projected to create up to 240 homes and ground floor community facility space. Regarding CB 3's recommendations to limit the building's height to the spire of the adjacent landmark, provide on-site parking for teachers, set aside units for families and with lower AMIs, and add public open space, the Commission notes that these parameters are generally beyond the Commission's purview, but will be important considerations in a future RFP process and LPC review.

Regarding Community Board 3's recommendation to reduce the height to 120 feet and remove the lots to the south of the Lefferts Place Garden, the Commission notes that Atlantic Avenue is an appropriate location for the proposed bulk and that these height reductions would run counter to the goals of producing more housing, both market-rate and income-restricted. The Commission acknowledges the CEQR-based shadow impact on Lefferts Place Garden and encourages the City and property owners to find solutions to address the concerns of local residents, recognizing the tradeoff of a loss in housing capacity if the zoning is modified.

Regarding recommendations by the Borough President and Community Board 8 to create a new MIH option and a tenant registry for displaced residents, the Commission notes that these measures are beyond the scope of the application and raise policy and legal implications, but that HPD has taken considerable steps towards addressing local concerns by advancing affordable housing at several sites, providing legal counsel to tenants threatened with harassment, and implementing the Partners in Preservation (PiP) program, HPD's new anti-harassment program that identifies Central Brooklyn as a priority area for resources.

Regarding sustainability and resiliency measures for public and private sites, the Commission applauds the developments at 542 Dean Street and 516 Bergen Street for meeting passive house standards that will employ solar PVs and certify with Enterprise Green Communities (EGC) 2020 standards. While the remaining public sites are at a pre-RFP phase without a selected development proposal, the City intends to account for a range of energy, sustainability, and

resiliency standards in the review of future RFPs. HPD-financed buildings are also required to meet baseline sustainability design requirements such as Energy Green or LEED Gold or above with all electric heating, hot water and appliances, residential uses and critical equipment elevated above 2080s flood levels, mandatory cooling in all buildings, backup power and Place of Refuge in senior housing projects, and embodied carbon requirements for concrete and steel.

With respect to sustainability measure on private sites, the Commission reiterates the synergy with the recent City of Yes for Carbon Neutrality text amendment, which is designed to support other existing city and state laws that already require lower carbon emissions in buildings, such as the building code and local law 97. Encouraging new construction through the proposed zoning changes in AAMUP would further support uptake of the city and state energy requirements. Further, the Commission notes that a large share of new development in AAMUP would be subject to DEP's 2021 Unified Stormwater Rule, applicable to construction on lots greater than 20,000 square feet or 5,000 square feet or more of new impervious surface, which requires buildings to install detention tanks and other measures to capture stormwater onsite. The Commission also encourages DCP to continue engaging with DEP to conduct storm water monitoring and evaluate drainage improvements in collaboration with other capital projects under consideration. More broadly, the Commission believes that facilitating housing growth near public transit and major job hubs, where residents can also walk to work, represents an essential strategy to promote sustainability.

RESOLUTION

RESOLVED, that having considered the FEIS, for which a Notice of Completion was issued on March 7, 2025, with respect to this application (CEQR No. 24DCP019K), the City Planning Commission finds that the requirements of the New York State Environmental Quality Review Act and Regulations have been met and that:

1. The environmental impacts disclosed in the FEIS were evaluated in relation to the

social, economic, and other considerations associated with the actions that are set forth in this report; and

2. Consistent with social, economic and other essential considerations from among the reasonable alternatives available, the action is one which avoids or minimizes adverse environmental impacts to the maximum extent practicable; and

The report of the City Planning Commission, together with the FEIS, issued March 7, 2025, constitutes the written statement of findings that form the basis of the decision, pursuant to Section 617.11(d) of the SEQRA regulations; and be it further

RESOLVED, by the City Planning Commission, pursuant to Sections 197-c and 200 of the New York City Charter, that based on the environmental determination and the consideration described in this report, the Zoning Resolution of the City of New York, effective as of December 15, 1961, and as subsequently amended, is further amended by changing the Zoning Map, Sections 16c and 17a::

1. eliminating from within an existing R7A District a C2-4 District bounded by:

    a. Pacific Street, a line 100 feet southeasterly of Grand Avenue, a line midway between Pacific Street and Dean Street, and Grand Avenue; and

    b. Pacific Street, a line 315 feet northwesterly of Classon Avenue, a line midway between Atlantic Avenue and Pacific Street, a line 150 feet northwesterly of Classon Avenue, Pacific Street, Classon Avenue, a line midway between Pacific Street and Dean Street, and a line 440 feet northwesterly of Classon Avenue;

2. eliminating from within an existing R7D District a C2-4 District bounded by a line midway between Atlantic Avenue and Pacific Street, a line 100 feet southeasterly of Grand Avenue, Pacific Street, and Grand Avenue;

3. eliminating a Special Mixed Use District (MX-20) bounded by Pacific Street, a line 225 feet southeasterly of Classon Avenue, Dean Street, and Classon Avenue;

4. changing from an R6A District to an R7A District property bounded by Pacific Street, a line 260 feet southeasterly of Franklin Avenue, a line midway between Pacific Street and Dean Street, a line 100 feet southeasterly of Franklin Avenue, Dean Street, and Franklin Avenue;

5. changing from an R6B District to an R7D District property bounded by Dean Street, a line 260 feet northwesterly of Carlton Avenue, a line midway between Dean Street and Bergen Street, a line 360 feet northwesterly of Carlton Avenue, a line 130 feet southwesterly of Bergen Street, a line 100 feet northeasterly of Flatbush Avenue, Bergen Street, a line 100 feet southeasterly of 6th Avenue, a line 100 feet northeasterly of Bergen Street, and 6th Avenue;

6. changing from an R6A District to an R7-2 District property bounded by Halsey Street, a line 100 feet easterly of Nostrand Avenue, Macon Street, and Nostrand Avenue;

7. changing from an R6B District to an R7-2 District property bounded by Halsey Street, a line 300 feet easterly of Nostrand Avenue, Macon Street, and a line 100 feet easterly of Nostrand Avenue;

8. changing from an M1-1 District to a C4-3A District property bounded by a line 100 feet southerly of Brevoort Place, a line midway between Bedford Place and Bedford Avenue, a line 100 feet northeasterly of Atlantic Avenue, and a line midway between Franklin Avenue and Bedford Place;

9. changing from an M1-1 District to a C4-5D District property bounded by a line 100 feet southerly of Brevoort Place, Herkimer Street, a line 100 feet easterly of Bedford Avenue, a line 100 feet northeasterly of Atlantic Avenue, and a line midway between Bedford Place and Bedford Avenue;

10. changing from a C6-2A District to a C6-3A District property bounded by the northeasterly boundary line of the Long Island Railroad Right-Of-Way (Atlantic Division), a line 200 feet southeasterly of Vanderbilt Avenue, a line midway between Atlantic Avenue and Pacific Street, and a line 150 feet southeasterly of Vanderbilt Avenue;

11. changing from an M1-1 District to a C6-3A District property bounded by:

    a. the northeasterly boundary line of the Long Island Railroad Right-Of-Way (Atlantic Division), a line 315 feet northwesterly of Classon Avenue, a line midway between Atlantic Avenue and Pacific Street, and a line 200 feet northwesterly of Underhill Avenue and its northeasterly prolongation;

    b. the northeasterly boundary line of the Long Island Railroad Right-Of-Way (Atlantic Division), Classon Avenue, a line midway between Atlantic Avenue and Pacific Street, and a line 150 feet northwesterly of Classon Avenue;

    c. a line midway between Lefferts Place and Atlantic Avenue, a line perpendicular to the northeasterly street line of Atlantic Avenue distant 210 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly

street line of Atlantic Avenue and the easterly street line of Classon Avenue, the northeasterly boundary line of the Long Island Railroad Right-Of-Way (Atlantic Division), and Classon Avenue; and

d. a line midway between Lefferts Place and Atlantic Avenue, Franklin Avenue, a line 100 feet southerly of Brevoort Place, a line midway between Franklin Avenue and Bedford Place, a line 100 feet northeasterly of Atlantic Avenue, Perry Place, Herkimer Place, a line 150 feet westerly of Nostrand Avenue, the northeasterly boundary line of the Long Island Railroad Right-Of-Way (Atlantic Division), a line 100 feet westerly of Nostrand Avenue, a line midway between Atlantic Avenue and Pacific Street, Bedford Avenue, the northeasterly boundary line of the Long Island Railroad Right-Of-Way (Atlantic Division), and a line perpendicular to the northeasterly street line of Atlantic Avenue distant 180 feet northwesterly (as measured along the street line) from the point of intersection of the northeasterly street line of Atlantic Avenue and the westerly street line of Franklin Avenue;

12. changing from an M1-1 District to an M1-3A District property bounded by the northeasterly boundary line of the Long Island Railroad Right-Of-Way (Atlantic Division), Bedford Avenue, Pacific Street, and a line perpendicular to the northeasterly street line of Pacific Street distant 80 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Pacific Street and the northeasterly street line of Franklin Avenue;

13. changing from an M1-1 District to an M1-1A/R6B District property bounded by a line 100 feet southerly of Herkimer Street, a line 150 feet westerly of Nostrand Avenue, Herkimer Place, Perry Place, a line 100 feet northerly and northeasterly of Atlantic Avenue, and a line 100 feet easterly of Bedford Avenue;

14. changing from an R7A District to an M1-2A/R6A District property bounded by Pacific Street, a line 315 feet northwesterly of Classon Avenue, a line midway between Atlantic Avenue and Pacific Street, a line 150 feet northwesterly of Classon Avenue, Pacific Street, a line 100 feet northwesterly of Classon Avenue, a line midway between Pacific Street and Dean Street, and a line 440 feet northwesterly of Classon Avenue;

15. changing from an M1-1 District to an M1-2A/R6A District property bounded by:

a. a line midway between Atlantic Avenue and Pacific Street, a line 315 feet northwesterly of Classon Avenue, Pacific Street, a line 440 feet northwesterly of Classon Avenue, a line midway between Pacific Street and Dean Street, a line 100 feet northwesterly of Classon Avenue, Bergen Street, and a line 100 feet southeasterly of Grand Avenue;

b. a line midway between Atlantic Avenue and Pacific Street, a line 100 feet

northwesterly of Classon Avenue, Pacific Street, and a line 150 feet northwesterly of Classon Avenue; and

c. a line midway between Atlantic Avenue and Pacific Street, a line 90 feet westerly of Franklin Avenue, a line perpendicular to the westerly street line of Franklin Avenue distant 40 feet southerly (as measured along the street line) from the point of intersection of the southwesterly street line of Atlantic Avenue and the westerly street line of Franklin Avenue, Franklin Avenue, the northeasterly boundary line of the Long Island Railroad Right-Of-Way (Atlantic Division), a line perpendicular to the northeasterly street line of Pacific Street distant 80 feet southeasterly (as measured along the street line) from the point of intersection of the northeasterly street line of Pacific Street and the easterly street line of Franklin Avenue, Pacific Street, a line 80 feet northwesterly of Franklin Avenue, Dean Street, a line 150 feet northwesterly of Franklin Avenue, Bergen Street, a line 100 feet southeasterly of Classon Avenue, Dean Street, a line 225 feet southeasterly of Classon Avenue, Pacific Street, and a line 100 feet southeasterly of Classon Avenue;

16. changing from an M1-4/R7A District to an M1-2A/R6A District property bounded by Pacific Street, a line 225 feet southeasterly of Classon Avenue, Dean Street, and a line 100 feet southeasterly of Classon Avenue;

17. changing from an R7A District to an M1-3A/R7D District property bounded by:

a. Pacific Street, a line 100 feet southeasterly of Grand Avenue, a line midway between Pacific Street and Dean Street, and Grand Avenue; and

b. Pacific Street, Classon Avenue, a line midway between Pacific Street and Dean Street, and a line 100 feet northwesterly of Classon Avenue;

18. changing from an R7D District to an M1-3A/R7D District property bounded by a line midway between Atlantic Avenue and Pacific Street, a line 100 feet southeasterly of Grand Avenue, Pacific Street, and Grand Avenue;

19. changing from an M1-1 District to an M1-3A/R7D District property bounded by:

a. a line midway between Atlantic Avenue and Pacific Street, Grand Avenue, a line midway between Pacific Street and Dean Street, a line 100 feet southeasterly of Grand Avenue, Bergen Street, and a line 100 feet northwesterly of Grand Avenue;

b. a line midway between Atlantic Avenue and Pacific Street, a line 100 feet southeasterly of Classon Avenue, Pacific Street, and a line 100 feet northwesterly of Classon Avenue; and

c. a line midway between Pacific Street and Dean Street, Classon Avenue, Dean

Street, and a line 100 feet northwesterly of Classon Avenue;

20. changing from an M1-4/R7A District to an M1-3A/R7D District property bounded by Pacific Street, a line 100 feet southeasterly of Classon Avenue, Dean Street, and Classon Avenue;

21. changing from an M1-1 District to an M1-4A/R9A District property bounded by the northeasterly boundary line of the Long Island Railroad Right-Of-Way (Atlantic Division), Franklin Avenue, a line perpendicular to the westerly street line of Franklin Avenue distant 40 feet southerly (as measured along the street line) from the point of intersection of the southwesterly street line of Atlantic Avenue and the westerly street line of Franklin Avenue, a line 90 feet westerly of Franklin Avenue, a line midway between Atlantic Avenue and Pacific Street, and Classon Avenue;

22. establishing within an existing R6A District a C2-4 District bounded by Dean Street, a line 100 feet southeasterly of Classon Avenue, Bergen Street, and a line 100 feet northwesterly of Classon Avenue;

23. establishing within a proposed R7A District a C2-4 District bounded by Pacific Street, a line 100 feet southeasterly of Franklin Avenue, Dean Street, and Franklin Avenue; and

24. establishing a Special Atlantic Avenue Mixed Use District (AAM) bounded by the northeasterly boundary line of the Long Island Railroad Right-Of-Way (Atlantic Division), Classon Avenue, a line midway between Lefferts Place and Atlantic Avenue, Franklin Avenue, a line 100 feet southerly of Brevoort Place, Herkimer Street, a line 100 feet easterly of Bedford Avenue, a line 100 feet southerly of Herkimer Street, a line 150 feet westerly of Nostrand Avenue, the northerly boundary line of the Long Island Railroad Right-Of-Way (Atlantic Division), a line 100 feet westerly of Nostrand Avenue, a line midway between Atlantic Avenue and Pacific Street, Bedford Avenue, Pacific Street, a line 260 feet southeasterly of Franklin Avenue, a line midway between Pacific Street and Dean Street, a line 100 feet southeasterly of Franklin Avenue, Dean Street, Franklin Avenue, Pacific Street, a line 80 feet northwesterly of Franklin Avenue, Dean Street, a line 150 feet northwesterly of Franklin Avenue, Bergen Street, a line 100 feet southeasterly of Classon Avenue, Dean Street, a line 100 feet northwesterly of Classon Avenue, Bergen Street, a line 100 feet northwesterly of Grand Avenue, a line midway between Atlantic Avenue and Pacific Street, a line 125 feet southeasterly of Vanderbilt Avenue, Pacific Street, and Vanderbilt Avenue;

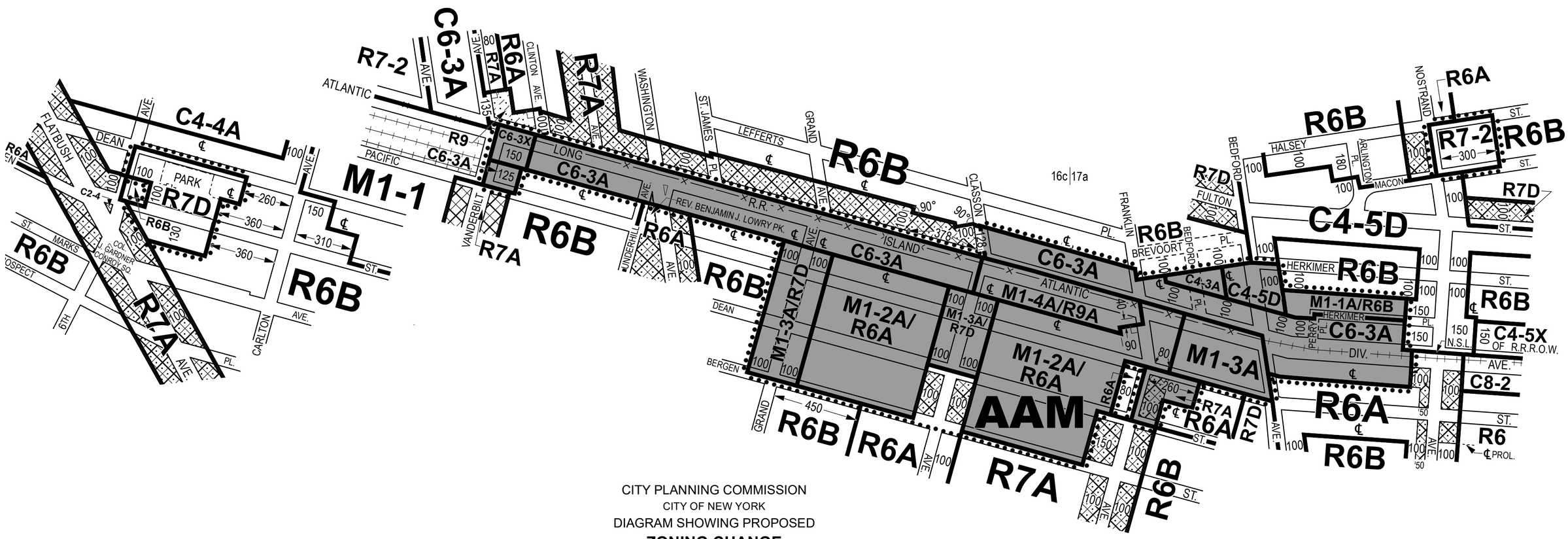
Borough of Brooklyn, Community Districts 3 and 8, as shown on a diagram (for illustrative purposes only) dated October 15, 2024, and subject to the conditions of CEQR Declaration E-810.

The above resolution (C 250014 ZMK), duly adopted by the City Planning Commission on

March 19, 2025 (Calendar No. 3), is filed with the Office of the Speaker, City Council, and the Borough President in accordance with the requirements of Section 197-d of the New York City Charter.

DANIEL R. GARODNICK, Esq., *Chair*
KENNETH J. KNUCKLES, Esq., *Vice Chairman*
GAIL BENJAMIN, ALFRED C. CERULLO III, Esq., ANTHONY W. CROWELL, Esq., JOSEPH I. DOUEK, DAVID GOLD, Esq., RASMIA KIRMANI-FRYE, RAJU MANN, ORLANDO MARÍN, RAJ RAMPERSHAD, *Commissioners*

LEAH GOODRIDGE, Esq., *Commissioner, VOTING NO*
JUAN CAMILO OSORIO, *Commissioner, VOTING NO*



CITY PLANNING COMMISSION
CITY OF NEW YORK
DIAGRAM SHOWING PROPOSED
ZONING CHANGE
ON SECTIONAL MAP
16c & 17a
BOROUGH OF
BROOKLYN

New York, Certification Date:
October 15, 2024

S. Lenard, Director
Technical Review Division

SCALE IN FEET
0 200 400 600 800

NOTE:

Indicates Zoning District Boundary

● ● ● ● ● The area enclosed by the dotted line is proposed to be rezoned by eliminating C2-4 Districts from within existing R7A and R7D Districts, by eliminating a Special Mixed Use District (MX-20), by changing R6A, R6B, R7A, R7D, M1-1, C6-2A, M1-4/R7A Districts to R7A, R7D, R7-2, C4-3A, C4-5D, C6-3A, C6-3X, M1-3A, M1-1A/R6B, M1-2A/R6A, M1-3A/R6A, M1-3A/R7D and M1-4A/R9A Districts, by establishing C2-4 Districts within an existing R6A District and a proposed R7A District, and by establishing a Special Atlantic Avenue Mixed Use District (AAM).

Indicates a C1-4 District

Indicates a C2-4 District

Indicates a C2-5 District

AAM Special Atlantic Avenue Mixed Use District (**AAM**)

NOTE: THIS DIAGRAM IS FOR ILLUSTRATIVE PURPOSES ONLY.

COMMUNITY BOARD NO. 8

1291 ST. MARKS AVENUE • BROOKLYN, NEW YORK 11213

(718) 467-5620/5574 • BROOKLYNCB8.ORG • BROOKLYNCB8@GMAIL.COM

Irsa Weatherspoon
Chairperson

Antonio Reynoso
Borough President

Michelle T. George
District Manager

December 17, 2024

Mr. Dan Garodnick, Chairperson
City Planning Commission
120 Broadway
31st Floor
New York, NY 10271

Dear Chairperson Garodnick,

At the December 12, 2024 Community Board 8 general meeting, members voted unanimously with 26 in favor to conditionally support the Atlantic Avenue Mixed Use Plan neighborhood rezoning proposal. The conditions for support are attached.

We thank you for the opportunity to comment on such important matters facing our community. If you have any questions, comments, or concerns, please do not hesitate to contact us.

Sincerely,

Irsa Weatherspoon
Chairperson

Atlantic Avenue Mixed Use Plan (AAMUP) Conditions for Support

At the December 12, 2024 Community Board 8 general meeting, members voted unanimously to conditionally support the Atlantic Avenue Mixed Use Plan provided the following conditions are met:

I. LAND USE

1. Zoning
   The 1.1 FAR incentive in the Special Atlantic Avenue Mixed Use District for M1-2A/R6A zoning areas must include 0.5 FAR restricted to light-industrial, arts-related, cultural, civic and repair and production service uses.

2. Zoning:
   For buildings in the M1-4A/R9A zoning area, zoning is modified to M1-4A/R8A, with maximum height of 145 feet and residential FAR of 7.2. An incentive 1.1 FAR is added to encourage the development of mixed-use buildings, with a requirement for 0.5 FAR restricted to light-industrial, arts-related, cultural, civic and repair and production service uses.

3. Zoning:
   In the R6B district proposed for R7D zoning, residential development must be 100% affordable housing, or the applicable zoning shall be R6A.

4. Zoning:
   Lots in the Special Atlantic Avenue Mixed Use District which as of the date of certification for ULURP contained more than 20,000 square feet occupied by non-residential tenants engaged in uses conforming to M1-1 zoning, if redeveloped, must contain floor area restricted to M1-1 conforming uses equivalent to that occupied at the date of certification.

5. Affordable Housing:
   MIH options 1 and 2 are removed from the application. A new MIH option 3.5 is created and mapped with 40% of floor area targeting an average of 30% AMI.

6. Affordable Housing
   HPD commits to developing the following sites as 100% affordable housing targeting an average income of 25% AMI.
   a. 457 Nostrand Avenue
   b. 1134 Pacific Street
   c. 1110 Atlantic Avenue
   d. 510 Clermont Avenue
   e. 178 Brooklyn Avenue
   f. Any other City-owned sites that are added to the application for development as affordable housing prior to its approval by the City Council.

7. Tenant Protection - Residential:
   The City makes a 10-year commitment of $10,000,000 annually to fund free representation to tenants in community district 8 affirmative and defensive cases, allocating funding to organizations like Legal Services NYC, the Legal Aid Society (LAS) and the New York Legal Assistance Group (NYLAG), with the condition that they track and report to the proposed Community Oversight Body annually.

8. Tenant Protection:
   HPD establishes a registry for tenants facing displacement pressure in the AAMUP study area (e.g., who receive legal representation through the fund previously described, as well as other intake channels). Should registered tenants be displaced, they shall receive preference for 50% of units of affordable housing created in any building developed as a consequence of the AAMUP rezoning, such units being separate from any units allocated to other preferenced classes that may exist at the time an affordable housing lottery takes place.

II. <u>ECONOMIC DEVELOPMENT</u>

9. Dedicated workforce development program
   The City shall create a career center and workforce development program specific to the AAMUP study area, located in the Bedford-Atlantic Armory to operate for at least 10 years. (Alternatively, fund a non-profit to provide these services.) The program shall include construction, construction adjacent trades, green economy jobs associated with sustainable construction, light-industrial, arts-related, cultural, civic, repair, production and service jobs. It shall be staffed by four professionals and target at least 200 placements per year. Program selection shall prioritize residents of community boards, 2,3,& 8, specifically the homeless, and operations shall emphasize safety and gender equity.

10. Career development and training programs for youth and young adults
    The City shall support career development and training programs for youth ages 15-26 who reside in CB2, CB3, and CB8, in areas including but not limited to construction, construction adjacent trades, green economy jobs associated with sustainable construction, light-industrial, arts-related, cultural, civic, repair, production and service jobs.

11. Apprenticeship incentive program
    The City shall fund a construction apprenticeship incentive program for a period of 10 years with an annual contribution of $10M, to provide contractors with grants for hiring clients of the AAMUP workforce development and youth and young adults programs, as well as existing workforce development programs in CB2, CB3, and CB8.

12. Local entrepreneur capital fund
    The City shall create a low-interest capital fund for a period of 10 years with an annual contribution of $10M for local entrepreneurs, including entrepreneurs displaced within the last 10 years, to locate in the AAMUP rezoning area (with a focus on Black and M/WBE entrepreneurs). M/WBE certification shall be provided by non-profit partners.

Atlantic Avenue Mixed Use Plan (AAMUP) Conditions for Support

13. Green technology incubator
    The City shall create a robust green technology Incubator and Accelerator for a period of 10 years, located at the Bedford-Atlantic armory (or other City-owned space in the study area) and coordinated with City and State services, with preference given to M/WBE entrepreneurs. The programs shall include mentorship, office space, legal and technical support to access government programs, financial and other incentives.

14. Relocation fund
    The City shall make grants over a period of ten years to local businesses displaced (directly or indirectly) by the rezoning efforts. Each business will be eligible to receive grants of up to $250,000 per business adjusted for inflation, from the adoption of the rezoning, and on a case-by-case basis thereafter. The City shall also provide funding for legal services, real estate, and other relocation support and advocacy services to these businesses. Businesses located in the proposed rezoning area since April 2015, the date of the official CB8 adoption of the MCrown rezoning proposal, will be eligible, whether or not they were located in the rezoning area at the time of City Council approval of the AAMUP application.

15. Economic Impact Study
    The City shall fund an impact study to analyze the effects of the rezoning on the community, with the goal of preventing displacement to the greatest extent possible. The study will be conducted by the proposed Community Oversight Body and its consultant with support from DCP, HPD, and SBS, and will include close tracking and monitoring of resident and business displacement and conditions for potential displacement. The Study will be conducted every three years and will include quantitative and qualitative data, all of which will be published on NYC Open Data portal.

16. Notification and support to businesses facing displacement
    At least 30 days prior to the City Council holding hearings on the AAMUP ULURP applications, the City Council Members shall notify all businesses in the rezoning area as to the proposed actions, and the dates of all planned hearings. And after the Rezoning is approved, shall notify and advise all businesses in the rezoning area of all resources at their disposal. Notification shall include direct mail and community outreach.

17. Supporting local businesses
    The City shall set up a process so that local businesses receive a preference for City contracting and proactive information regarding private business opportunities emanating from the AAMUP plan, along with support for that process, to enable small business growth and development.

18. Supporting business parking
    The zoning will allow for on-site parking sufficient for commercial manufacturing entities to sustain their services.

19. Retail square footage restrictions
    The zoning will allow for a maximum of 10,000 sq feet for ground floor retail uses throughout AAMUP, except for grocery stores, to encourage smaller retail and discourage

"big box" development.

III. ENVIRONMENTAL, SANITATION, AND TRANSPORTATION

20. Sidewalks and the Pedestrian Experience

a. Install bollards in front of amenities like parks. Specifically, include bollards on the sidewalks adjacent to Dean Street Playground on Dean Street and Bergen Street.
b. Loading docks and/or entrances to off-street parking shall be designed to minimize intrusion into the pedestrian environment and disruption of the usage of Pacific, Dean, and Bergen Streets as local multimodal streets. Off-street parking, if built and not fully utilized by development residents, must be opened to the public. The zoning will allow for on-site parking sufficient for commercial manufacturing entities to sustain their services.
c. Except for containerization, waste / recycling must be stored indoors.

21. Streetscape

a. Within 24 months, work with the local stakeholder community to develop a comprehensive plan for the street network in the AAMUP study area that both reflects Atlantic Avenue's vital importance for through-travel and also provides for safer east-west bike travel, safer crossings of Atlantic Avenue, a more livable and walkable environment on Atlantic, and improved bus travel.
b. Within 24 months, implement SIPS ("light touch" street improvements) to promote safety on Atlantic Avenue intersections, including but not limited to 6th Avenue, Carlton Avenue, Vanderbilt Avenue, Clinton Avenue, Washington Avenue, Grand Avenue, Classon Avenue, Franklin Avenue, Bedford Avenue, Nostrand Avenue, New York Avenue, Brooklyn Avenue and Kingston Avenue.
c. Plan for a variety of curbside uses, including space for waste containers and loading zones in front of one entrance to large buildings, specifically a loading zone in front of the building to be constructed at 542 Dean Street.

22. Transit

a. Capital improvements to Clinton-Washington, Franklin, and Nostrand A/C train stations, and the Franklin Avenue Shuttle, including accessibility upgrades and re-opening closed entrances.
b. The right of way of the Franklin Avenue Shuttle should be protected and not infringed upon, with sufficient space for a potential reconstruction with two tracks.
c. The B65 bus route should remain on Bergen and Dean Streets.

23. Open Space

a. Any open spaces created under the Open Space Incentive will become public Parks and will be funded by annual tax assessments on the developments to be paid to the NYC Department of Parks and Recreation.

b. Any new open spaces should be Parks, or if funded and owned privately, administered by the Parks Department, rather than publicly accessible open spaces. Approval of any expansions or renovations to existing open spaces should include Community Board review and outreach and notice to adjacent residents and businesses.
c. All existing parks, gardens, and open spaces, whether public or private, will be protected from development.
d. The Department of Parks shall install new astroturf and a new children's play area with heat safe equipment at the Dean Playground.

24. Environmental

a. Abide by COY: Carbon Neutrality and other best practices.
b. A contiguous street tree canopy should be encouraged and wherever possible, rain gardens should be installed. Maintenance (cleaning, weeding, planting, etc) of street trees, planters, and rain gardens should be funded by developments. Street furniture and redesigns should not interfere with cleaning and maintenance of curb zones, storm drains, etc.

25. General

The City shall fund a consultant to act as facilitator of a Community Oversight Body formed to oversee the City's delivery of benefits committed as part of the AAMUP neighborhood rezoning to provide transparency and accountability. Funding shall be for ten years of the date of approval of the ULURP application. Members of the body shall be nominated by City Council members and Community Boards whose districts overlap the AAMUP study area, with a target for residential tenants, commercial tenants and small homeowners of 1-3 family buildings to be represented proportionally.

COMMUNITY/BOROUGH BOARD RECOMMENDATION

Project Name: Atlantic Avenue Mixed-Use Plan			
Applicant:	DCP - Department of City Planning Brooklyn Office	**Applicant's Primary Contact**:	JONAH ROGOFF
Application #	250016HAK	**Borough**:	Brooklyn
CEQR Number:	24DCP019K	**Validated Community Districts**:	K08,K03

Docket Description:

Please use the above application number on all correspondence concerning this application

RECOMMENDATION: Conditional Favorable			
# In Favor: 26	**# Against:** 0	**# Abstaining:** 0	**Total members appointed to the board:** 48
Date of Vote: 12/12/2024 12:00 AM		**Vote Location**: Brooklyn Children's Museum, 145 Brooklyn Avenue, Brooklyn, N.Y. 11213	

Please attach any further explanation of the recommendation on additional sheets as necessary

Date of Public Hearing: 12/12/2024 6:30 PM	
Was a quorum present? Yes	*A public hearing requires a quorum of 20% of the appointed members of the board but in no event fewer than seven such members*
Public Hearing Location:	Brooklyn Children's Museum, 145 Brooklyn Avenue, Brooklyn, NY. 11213

CONSIDERATION: See Attached

Recommendation submitted by	BK CB8	Date: 12/20/2024 4:44 PM

ANTHONY BUISSERETH
CHAIR

IVY GAMBLE COBB, FIRST VICE CHAIR
MICHAEL CATLYN, SECOND VICE CHAIR

NADEEN A. GAYLE
DISTRICT MANAGER

C. DORIS PINN, TREASURER
MONIQUE ANTOINE, EXECUTIVE SECRETARY

THE CITY OF NEW YORK
BROOKLYN COMMUNITY BOARD NO. 3
1360 FULTON STREET, 2ND FLOOR
BROOKLYN, NEW YORK 11216

December 9, 2024

Daniel Garodnick, Chair
Department of City Planning
120 Broadway, 31st fl.
New York, NY 10271

Dear Chair Garodnick,

At the December 2, 2024 general meeting of the Brooklyn Community Board No. 3, the Board voted to conditionally support the Atlantic Avenue Mixed Use Plan (AAMUP) neighborhood rezoning proposal with a vote of **22 in favor, 6 against, and zero abstentions**. The conditions are attached.

We look forward to continued collaboration to ensure that the conditions are met as the process continues. Please do not hesitate to contact our Board office should you have any questions.

Sincerely,

Anthony Buissereth
Chair

bk03@cb.nyc.gov ● phone (718) 622-6601 ● fax (718) 857-5774 ● nyc.gov/bkcb3

Conditions for Support of AAMUP

1. Atlantic Avenue
   - Remove "Proposed Site 13" (Block: 2020 Lots: 86 & 89) from the Plan to preserve the Lefferts Place Community Garden.
   - Reduce maximum height to 12 stories along the corridor

2. 457 Nostrand Avenue
   - Reduce the allowable building height to not exceed Girls' High School center spire.
   - A significant majority of units are one-bedroom and family-sized; studio units minimized.
   - Average AMI of 40%
   - Create plaza/open space/green space on Halsey Street facing section of the lot
   - Explore possibility building of underground parking garage

3. Parks & Open Space
   - Renovate and upgrade all parks & open spaces (operated by the Parks Department, DOE, and DOT) within one-half mile of AAMUP project area (including PS 3 school yard & John Hancock Playground, Potomac Playground, and PS 93 school yard)
   - Incentivize the creation of privately-owned public spaces (POPS) at large development sites
   - Establish plazas at significant intersections along Atlantic Avenue and Fulton Street
   - Pursue creation of open space on the on north-side of Lefferts Place adjacent to the elevated shuttle (Block: 2012 Lot: 56)

4. Other Items
   - Add a commercial overlay to properties on Franklin Avenue between Hancock Street and Fulton Street
   - Re-open the Classon Avenue entrance for the Franklin Avenue station
   - Prioritize street safety and roadway improvements along the Fulton Street corridor especially the intersections at Classon & Fulton, Franklin & Fulton, Bedford & Fulton, and Nostrand & Fulton
   - Prioritize attracting a diverse mix of business types that offer a range of job (based on skills and expertise) and workforce development opportunities (such as job training and trade apprenticeships)
   - Establish a maintenance and upkeep fund that is funded by private developers in AAMUP project area

COMMUNITY/BOROUGH BOARD RECOMMENDATION

Project Name: Atlantic Avenue Mixed-Use Plan			
Applicant:	DCP - Department of City Planning Brooklyn Office	**Applicant's Primary Contact**:	JONAH ROGOFF
Application #	250016HAK	**Borough**:	Brooklyn
CEQR Number:	24DCP019K	**Validated Community Districts**:	K08,K03

Docket Description:

Please use the above application number on all correspondence concerning this application

RECOMMENDATION: Conditional Favorable			
# In Favor: 22	**# Against:** 6	**# Abstaining:** 0	**Total members appointed to the board:** 28
Date of Vote: 12/2/2024 12:00 AM		**Vote Location**: 1360 Fulton Street, 5th Floor	

Please attach any further explanation of the recommendation on additional sheets as necessary

Date of Public Hearing: 12/2/2024 7:00 PM	
Was a quorum present? No	*A public hearing requires a quorum of 20% of the appointed members of the board but in no event fewer than seven such members*
Public Hearing Location:	1360 Fulton Street, 5th Floor

CONSIDERATION:

Recommendation submitted by	BK CB3	Date: 12/23/2024 4:07 PM

Brooklyn Borough President Antonio Reynoso
Brooklyn Borough Hall
209 Joralemon Street, Brooklyn, NY 11201

City Planning Commission
120 Broadway, 31st Floor, New York, NY 10271
calendaroffice@planning.nyc.gov

Uniform Land Use Review Procedure (ULURP) Application

ATLANTIC AVENUE MIXED-USE PLAN– C250014ZMK

IN THE MATTER OF an application by the Brooklyn Office of the Department of City Planning (DCP) involving an area-wide plan to support housing and job growth along Atlantic Avenue between Vanderbilt Avenue and Nostrand Avenue in Community Districts 3 and 8 within the neighborhoods of Crown Heights, Bedford Stuyvesant and Prospect Heights, Borough of Brooklyn, consisting of zoning map amendments, zoning text amendment, UDAAP designations, acquisitions and dispositions of property by the city.

BROOKLYN COMMUNITY DISTRICTS 3 & 8

RECOMMENDATION

☐ APPROVE
☒ **APPROVE WITH MODIFICATIONS/CONDITIONS**
☐ DISAPPROVE
☐ DISAPPROVE WITH MODIFICATIONS/CONDITIONS

RECOMMENDATION FOR: ATLANTIC AVENUE MIXED-USE PLAN– C250014ZMK

The AAMUP project area is composed of 21 full or partial blocks that are primarily zoned as M1-1—a low-density manufacturing district—with exceptions along Atlantic Ave zoned as C6-3A, C6-3X, and R-6B. The surrounding neighborhoods' land use is primarily residential, with a mix of R6A, R6B, R7A, and R7D, as well as commercial uses concentrated along Fulton Street and the north-south corridors of Bedford, Grand, and Classon Avenues. The project area is in a high-demand market according to the Equitable Development Data Explorer. Since 2019, the AAMUP study area has seen seven private ULURP applications, with three additional rezonings in the surrounding area. These rezonings have transformed existing M1-1 lots to facilitate housing.

The project area is well served by public transit. It is within a quarter mile of the A, C, and S subway lines, many bus lines, and within a half mile of the Atlantic Terminal station. Atlantic Avenue is a critical thoroughfare that has three wide lanes in each direction and narrow sidewalks, prioritizing vehicle traffic over pedestrian design. There are 800 private sector jobs in the area across a variety of sectors.

In 2013, in response to increased development following the 2013 Crown Heights West Rezoning, Community Board 8 (CB8) initiated a neighborhood planning process called M-CROWN (Manufacturing, Commercial, Residential Opportunity for a Working Neighborhood). The goal of the report was to "Create a development policy within the M1-1 zone that will lead to revitalization of the area while retaining existing industrial businesses, encouraging new ones to locate there, and creating opportunities for affordable housing development." Starting in 2016, DCP collaborated with CB8, residents, property owners, and stakeholders on this initiative and, in 2018, DCP released the "M-CROWN" land use framework, building on CB8's vision and outlining specific sub-areas for development.

During the engagement process, participants expressed a strong interest in affordable housing and creating jobs that require only a high school diploma or equivalent, such as construction, building trades, and light or artisanal manufacturing. To address these priorities, the initial M-CROWN framework set aside specific lots as industrial sub-areas. In 2023, DCP received feedback on M-CROWN and developed a revised proposal that became the template for the zoning proposal of AAMUP. It kept many elements of the M-CROWN proposal but replaced the industrial sub-areas with mixed-use districts that allow for residential and manufacturing.

Along Atlantic Avenue, DCP's 2024 AAMUP proposal replaces existing M1 districts along Atlantic Avenue with C6-3A mixed-use districts. To improve the pedestrian experience along Atlantic, the proposed Special Districts would require the street wall of new buildings to set back a maximum of five feet, include facade articulation such as a recess or setback, and offer a 20% FAR bonus if a publicly accessible open space is provided.

The proposed mixed-use manufacturing districts include M1-A Growth Districts from City of Yes for Economic Opportunity. Compared to the existing M1-1 districts, M1-A Growth districts have increased FAR, no parking requirements, and allow for loft buildings. However, these districts also allow for commercial and community facility uses as-of-right.

The proposal for the north-south corridors would rezone existing M1-1 district to M1-3A/R7D and C4-5D districts, each with a C2-4 overlay. The Mix of Uses Special District proposal would require non-residential uses along the north-south corridors of Bedford, Grand, and Classon Ave, as well as Atlantic Avenue. The midblock area, on Dean, Bergen and Pacific Street, would rezone M1-1 districts to M1-2A/R6A and C4-3A. To incentive mixed use buildings, a proposed Special Mixed-Use Incentive would offer a 25% increase in height for buildings that have a mix of residential and non-residential uses.

The Bedford Atlantic Armory is proposed to be rezoned to M1(4) with long term goals of exploring the addition of community-oriented uses and affordable housing. City-owned sites on Dean Street and Bergen Street will be rezoned to enable HPD to develop 100 percent affordable housing developments. Additionally, MIH options 1, 2, and the deep affordability option will be mapped on the project area.

Community Board & Borough Board Positions

On December 2, 2024, ***Community Board 3*** voted to conditionally approve this application with the following conditions:

Atlantic Avenue

- Limit building height to a maximum of 12 stories and eliminate "Proposed Site 13" to protect the Lefferts Place Community Garden.

457 Nostrand Avenue

- Restrict building height to remain below the spire of Girls' High School.
- Ensure the majority of housing units are one-bedroom and family-sized, with studio apartments kept to a minimum and an average Area Median Income (AMI) of 40%.
- Create a public plaza or green space along the Halsey Street side and explore the possibility of incorporating underground parking.

Parks & Open Spaces

- Upgrade and improve all parks and open spaces within a half-mile radius of the AAMUP project, in partnership with the Parks Department, DOE, and DOT.
- Encourage the development of privately owned public spaces (POPS) in large developments and establish plazas at key intersections.
- Develop open space on the northern side of Lefferts Place near the elevated shuttle.

Other Recommendations

- Introduce a commercial overlay on Franklin Avenue between Hancock Street and Fulton Street.
- Reopen the Classon Avenue entrance to the Franklin Avenue station.
- Focus on improving traffic safety and road conditions along the Fulton Street corridor.
- Attract a diverse range of businesses that support jobs requiring specialized skills, job training, and trade apprenticeships.
- Establish a maintenance and upkeep fund for the area, financed by private developers involved in the AAMUP project.

On December 12, 2024, ***Community Board 8*** voted to conditionally approve this application with the following conditions:

General

- Fund a consultant for 10 years to act as a facilitator of a community body formed to oversee the City's delivery of benefits committed as part of AAMUP to provide transparency and accountability with proportional representation of residential and commercial tenants and small homeowners of 1 to 3 families based on the makeup of surrounding neighborhoods.

Zoning

- The 1.1 FAR incentive for M1-2A/R6A zoning areas must include 0.5 FAR restricted to light industrial, arts-related, cultural, civic, and repair and production service uses.
- For buildings in the M1-4A/R9A zoning area, zoning is modified to M1-4A/R8A, with maximum height of 145 feet and a residential FAR of 7.2. An incentive 1.1 FAR is added to encourage the development of mixed-use buildings, with a requirement for 0.5 FAR restricted to light industrial, arts-related, cultural, civic, and repair and production service uses.
- In the RGB district proposed for R7D zoning, residential development must be 100% affordable housing, or the applicable zoning shall be R6A.
- Lots in the Special Atlantic Avenue Mixed Use District which as of the date of certification for ULURP contained more than 20,000 square feet occupied by non-residential tenants engaged in

uses conforming to M1-1 zoning, if redeveloped, must contain floor area restricted to M1-1 conforming uses equivalent to that occupied at the date of certification.

Economic Development

- Dedicated workforce development program located in the Bedford-Atlantic Armory, or alternatively, fund a non-profit to provide these services.
- Career development and training programs for youth and young adults.
- Apprenticeship incentive program.
- Local entrepreneur capital fund, including for those displaced within the last 10 years, to locate in AAMUP (with a focus on Black and M/WBE entrepreneurs).
- Green technology incubator at the Bedford-Atlantic armory (or other city-owned space in the study area) and coordinated with City and State services.
- Relocation fund with grants up to $250,000 for local businesses displaced (directly or indirectly).
- Economic Impact Study conducted by the proposed Community Oversight Body and its consultant to analyze the effects of the rezoning on displacement.
- Notification and support to businesses facing displacement in advance of the City Council ULURP hearing.
- Supporting local businesses to receive a preference for City contracting and private business opportunities emanating from AAMUP.
- Allow for on-site parking sufficient for commercial manufacturing entities to sustain their services.
- Retail square footage restrictions: Allow for a maximum of 10,000 sq feet for ground floor retail uses, except for grocery stores, to encourage smaller retail and discourage "big box" development.

Affordable Housing

- MIH Options 1 and 2 are removed from the application. A new MIH option 3.5 is created and mapped with 40% of floor area targeting an average of 30% AMI.
- HPD commits to developing the following sites as 100% affordable housing targeting an average income of 25% AMI (457 Nostrand Avenue, 1134 Pacific Street, 1110 Atlantic Avenue, 510 Clermont Avenue, 178 Brooklyn Avenue).

Tenant Protection

- Five-year commitment of $3 million annually to fund free representation to tenants in CD 8 affirmative and defensive cases, allocating funding to organizations.
- HPD establishes a registry for tenants facing displacement pressure in the AAMUP study area. Should registered tenants be displaced, they shall receive preference for 50% of units of affordable housing created in any building developed in AAMUP, separate from any units to other preference classes in the affordable housing lottery.

Sidewalks and Pedestrian Experience

- Install protective bollards along sidewalks near the Dean Street Playground.
- Ensure that entrances to off-street parking and loading docks are designed to minimize disruptions to pedestrian activity and the usage of local streets like Pacific, Dean, and Bergen. Off-street parking, if constructed but not used by private developments, must be made accessible to the public.

Streetscape

- Within two years, create a comprehensive plan for the street network within AAMUP that prioritizes both Atlantic Avenue's importance for through-traffic and safer east-west bike travel. The plan should also include better pedestrian crossings, a more walkable environment, and improved bus services.

- Implement "light touch" street improvements (SIPS) to enhance safety on Atlantic Avenue intersections.
- Establish varied curb uses, including a designated loading zone in front of 542 Dean Street.

Transit

- Invest in capital improvements at Clinton-Washington, Franklin, and Nostrand Avenue A/C train stations, as well as the Franklin Avenue Shuttle. These upgrades should include accessibility enhancements and the reopening of closed entrances.
- Preserve the right-of-way for the Franklin Avenue Shuttle to ensure future reconstruction allows for two-track operations.
- Maintain the B65 bus route on Bergen and Dean Streets.

Open Space

- Remove the Open Space Incentive from the Special Atlantic Avenue Mixed-Use District regulations.
- Require that new open spaces be classified as parks or protected by the Parks Department, whether publicly or privately funded. Existing parks and gardens must be safeguarded from development.
- Add a new playground and children's play area near the Dean Playground, with heat-safe equipment.

Environment

- Follow carbon neutrality standards and other sustainable practices.
- Encourage the creation of a continuous street tree canopy and require developers to fund the installation and maintenance of rain gardens.

On January 7, 2025, Brooklyn Borough Board held a public hearing. The Borough Board discussed the goals of the project. Questions were raised about affordability levels, scale and compatibility with surrounding neighborhoods, streetscape investment, and jobs. As of January 22, 2025, the Borough Board has not taken a vote to comment on the application. Should they do so, their position will be forwarded to the City Planning Commission for review and consideration.

Borough President ULURP Hearing and Public Comment

Borough President Reynoso held a public hearing on this application on Wednesday, January 15, 2025. Twelve members of the public testified either in support or opposition of the project. The Borough President's Office received eight written comments through January 17, 2025.

Approval Rationale

Borough President Reynoso believes that the proposed actions are appropriate, though require modification and conditions to ensure the goals related to encouraging manufacturing activity, producing more affordable housing, and creating a complete streets and urban design strategy are met.

The Atlantic Avenue Mixed-Use Plan (AAMUP) is an impactful proposal in the context of New York City's housing shortage. The plan aims to create 3,160 market-rate and 1,440 affordable housing units within a transit-rich neighborhood experiencing high market pressure and relatively low displacement risk. The proposal aligns with two key goals of the Comprehensive Plan for Brooklyn: Increase access to safe and healthy affordable housing (Goal 2) and Support Transit Oriented Development (Objective 2.2).

The use of special districts provides an opportunity to create zoning that is tailored to meet the needs and opportunities of particular areas. Given the anticipated change in intensity of use and pedestrian quality along Atlantic Avenue, this plan holds the potential to advance multiple goals for the neighborhood, the manufacturing industry, and the borough.

The Borough President has evaluated the application using DCP's stated purposes for the special district as outlined by DCP as a rubric to identify key questions, opportunities for strengthening these goals, and modifications that can enhance these desired outcomes. The Borough President encourages the City Planning Commission and City Council to work to further enhance the stated goals of the AAMUP special district through additional modifications and conditions.

Specific purposes for AAMUP special district proposed by DCP	Key Discussion Questions for City Planning Commission and City Council
a) to expand local employment opportunities and to promote the opportunity for workers to live in the vicinity of their work; and	Does AAMUP meaningfully prioritize manufacturing and industrial uses as part of the intended job mix?
b) to create a lively and attractive built environment that will provide amenities and services for the use and enjoyment of area residents, workers and visitors;	Have substantial public realm improvements and investments been proposed to advance a comprehensive vision for this corridor?
c) to enhance neighborhood economic diversity by broadening the range of housing choices for residents at varied incomes;	Do the proposed MIH requirements and planned affordable housing projects produce the needed diversity and depth of affordability to respond to neighborhood priorities and citywide needs? Are there sufficient strategies to retain existing tenants and resist displacement pressures as new development and increased market pressure occurs?
d) to encourage stability and growth in the neighborhood by permitting compatible light manufacturing and residential uses to coexist;	Do the proposed zoning districts and incentives result in a development environment in which we can realistically anticipate, encourage, and enhance manufacturing and industrial uses alongside the high-demand, high-market value commercial and residential uses?
e) to ensure that the form and use of new buildings relates to and enhances neighborhood character and responds to unique corridors like Atlantic Avenue; and	Is there a clear urban design strategy that encourages the intended diversity of uses (manufacturing, commercial, and residential) across the special district that takes into consideration the unique market opportunities to ensure each of these ground floor uses are viable?
f) to promote the most desirable use of land in the area and thus preserve, protect and enhance the value of land and buildings and thereby protect City tax revenues.	Is the most desirable use the one that produces the highest land value? How can this district account for the inherent value of job production, market growth, and compatibility of co-locating manufacturing, commercial, and residential uses?

Manufacturing

The Borough President's approval of AAMUP is contingent on the Department of City Planning mandating manufacturing uses. As currently proposed, AAMUP contradicts a key objective of the Brooklyn Comprehensive Plan: maintaining and expanding opportunities for new industrial land. Additionally, it diverges from a key component of the Community Board 8's M-CROWN proposal, which aims to retain manufacturing jobs and required manufacturing uses to be preserved in certain areas.

The affordability crisis must be understood not only as a shortage of affordable housing but also as a consequence of stagnating incomes. Addressing this crisis requires equal emphasis on creating housing *and* generating high-paying jobs that enable New Yorkers to thrive in this city. Manufacturing jobs, on average, provide living wages with low barriers to entry, offering quality employment opportunities to those who might otherwise face limited prospects.

For generations, these jobs have allowed New Yorkers—particularly those without advanced degrees, immigrants, the formerly incarcerated, and other marginalized groups—to sustain their families and remain in the city. In recognition of this, efforts at the federal government and state government levels are pushing to revive America's manufacturing industry. Rezoning M1-1 districts to mixed-use (MX) zoning risks displacing existing manufacturing uses, undermining this vital economic sector.

The Ineffectiveness of MX Districts for Industrial Preservation

The Borough President acknowledges the Department of City Planning's efforts to incentivize manufacturing through innovative zoning strategies. The proposed manufacturing zones, introduced by the City of Yes: Zoning for Economic Opportunity, address key shortcomings of M1 districts by increasing FAR, removing parking requirements, and permitting loft buildings. Additionally, the Special Mixed-Use Incentive offers a height bonus for mixed-use development, and the Mix of Uses Special District mandates non-residential ground-floor uses along Atlantic, Grand, Classon, and Bedford Avenues. The proposal also includes greater flexibility from the Department of Environmental Protection to facilitate the integration of residential and manufacturing uses.

However, these proposals fall short because they fail to address the fundamental challenge of mixing residential and manufacturing: economics. As of late 2024, commercial spaces in Brooklyn have an average asking rent of $55.97 per square foot and residential rents average $55.57 per square foot. In stark contrast, industrial spaces average $27.28 per square foot.

Developers seek to make a profit and operate within tight financial constraints, exacerbated by high interest rates and construction costs. Given these conditions, why would developers prioritize creating light manufacturing spaces that involve higher logistical and operational costs for less than half the potential profits? Without stronger incentives or mandates, the economic reality favors commercial, retail, and residential uses, leaving manufacturing behind despite its critical role in providing accessible, quality jobs that bolsters New York City's local supply chain.

Several studies have examined the effectiveness of MX zoning in New York City. While these analyses do not account for the updated City of Yes M zones, their findings remain relevant. A 2014 New York City Council report found that across MX zones, residential and mixed-use residential-commercial areas increased by 71%, while industrial and manufacturing areas decreased by 34%. Similarly, Pratt Center research revealed that in neighborhoods with strong residential markets, MX zoning significantly reduced industrial land. In Greenpoint-Williamsburg, Flushing/Bedford, and Hudson Square, industrial square footage dropped by more than 60%. An analysis by the Land Use team at the Brooklyn Borough President's Office corroborates

these findings, showing that only 136 of 1,300 MX-zoned parcels in Brooklyn currently have manufacturing uses, and fewer than one-third are in census blocks with manufacturing jobs.

A 2018 Department of City Planning report, "Can Industrial Mixed-Use Buildings Work in NYC," highlighted financial and physical challenges, including design costs, parking requirements, and environmental remediation. It concluded that mixed-use projects can work but are most feasible in areas with low land costs and no affordability mandates—conditions that do not exist within AAMUP.

Brooklyn Borough President Manufacturing Conditions:

1. Require ground floor manufacturing uses in the Eastern Mid-Block zoning area, in accordance with M-CROWN and the 2018 DCP Land Use Framework.

   The only way to ensure that this neighborhood maintains and expands its manufacturing uses and the associated jobs is to mandate manufacturing on the ground floor. MX zoning, which permits residential, commercial, and manufacturing uses without requiring industrial space, does not reliably result in a true mix of uses. In practice, the economic pressures favor higher-return residential and commercial developments, leaving little room for manufacturing. Relying on MX zoning as a tool for preserving industrial jobs is ineffective and should not be considered a viable strategy. A mandatory requirement for manufacturing space is essential to achieve the stated goals of land use diversity and job creation.

   The M-CROWN proposal, developed by Community Board 8, designated several blocks for mandatory manufacturing uses, recognizing the area's existing industrial activity and the potential for industrial growth through the development of vacant lots. However, AAMUP reclassified these blocks as MX zones, which fails to guarantee the preservation and expansion of manufacturing. The applicant should revive the community's proposal by requiring a percentage of ground-floor FAR to be dedicated to manufacturing in the Eastern Mid-Block area.

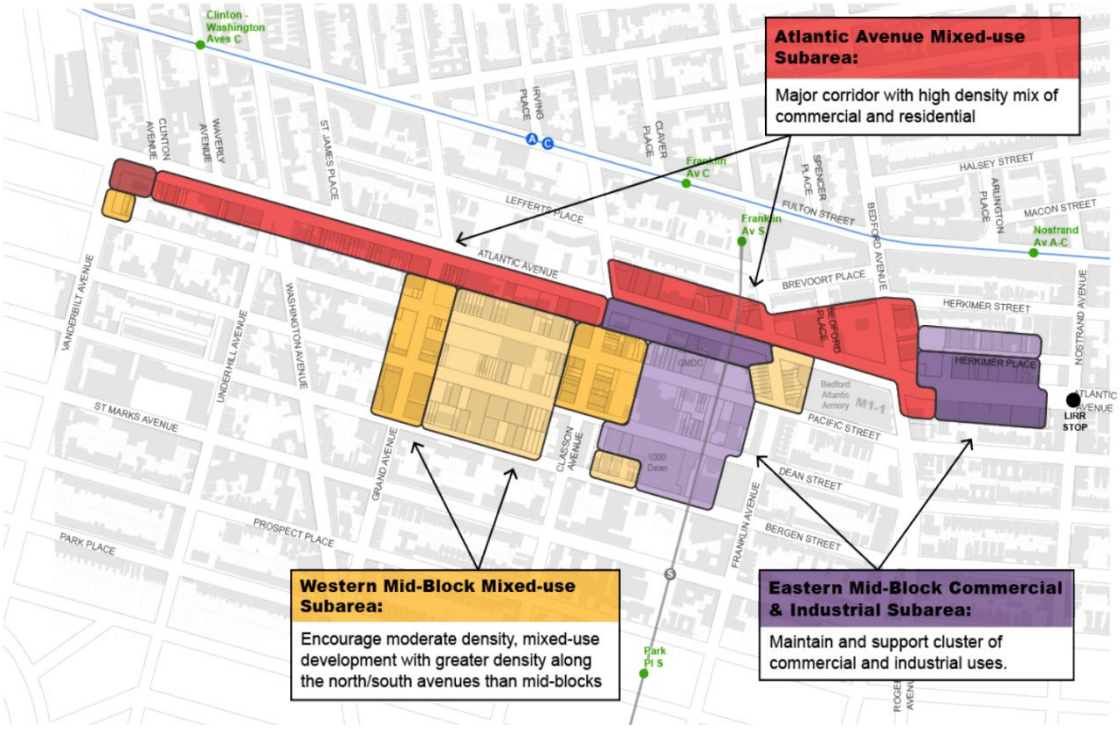
   The Borough President requests that DCP establish a clear and enforceable manufacturing requirement. While Community Board 8 proposed a 0.5 FAR for manufacturing, DCP is well-positioned to determine the most feasible requirement to balance manufacturing with other development goals.

2. Significantly incentivize manufacturing uses in Western Mid-Block zoning areas, in accordance with M-CROWN and the 2018 DCP Land Use Framework.

   The Western Midblock areas should include an expanded FAR incentive exclusively for manufacturing uses, rather than incentivizing both commercial and manufacturing development. Moreover, the current 25% FAR increase does not effectively promote manufacturing. The Borough President recommends that DCP conduct an economic analysis to determine what zoning bonus is needed to make manufacturing a viable and competitive option for developers.

   Additionally, financial incentives should supplement FAR bonuses. As part of the upcoming NYC Industrial Plan, DCP and EDC have committed to studying financial incentives for MX buildings. These tools should be piloted within AAMUP once developed.

2018 DCP Land Use Framework



3. <u>Establish an Industrial Business Service Provider (IBSP) to support industrial growth in AAMUP</u>

   The Borough President recommends that the Department of City Planning collaborate with the Department of Small Business Services (SBS) to designate an IBSP for the AAMUP area. Establishing an IBSP would ensure tailored support for industrial businesses, including assistance with workforce development, site selection, and financing. This partnership would help retain existing manufacturing businesses and attract new ones, aligning with the AAMUP's goals of fostering economic growth and preserving industrial uses in the district.

4. <u>Prevent manufacturing tenant displacement</u>

   The EIS projected the displacement of two manufacturing sector businesses: Generations Millwork & Cabinetry (924 Atlantic Avenue) and Brooklyn Bottle Distributors (929 Dean Street), both located on sites proposed for rezoning to residential and commercial districts. While this analysis addresses direct displacement, AAMUP carries a risk of indirect displacement that the environmental review did not capture. As the area transitions to mixed-use zoning, manufacturing tenants face the threat of rising rents and the pressure of residential and commercial development, which can erode their ability to remain in the neighborhood. The Department of City Planning should explore financial and legal strategies to help manufacturing businesses remain in the area.

Housing

Crown Heights and Bedford-Stuyvesant are case studies for displacement under the no-action scenario. Unlike Greenpoint-Williamsburg or Downtown Brooklyn, neither neighborhood has had a major area-wide

upzoning. Indeed, both Bed-Stuy and Crown Heights West had contextual rezonings under the Bloomberg administration that downzoned much of the neighborhoods to retain the low-rise brownstone character of residential side streets. Nonetheless, residents have experienced market pressure and displacement risk as new residents were drawn to both neighborhoods' proximity to Manhattan, Downtown Brooklyn, and the very low-rise neighborhood character reified by the contextual rezonings. The smaller, private-led rezonings within the AAMUP project area happened no earlier than 2017, and thus can be considered a reflection, rather than a cause, of increased market pressure in the area.

In lieu of a substantial upzoning and new housing construction, new residents in Crown Heights have competed for the existing housing stock, putting pressures on existing tenants and leading to an uptick in displacement. While many New Yorkers understandably associate the presence of new residential buildings as harbingers of displacement, Crown Heights is an active example of the pitfalls of this kind of aesthetic association. Here is a neighborhood where significant displacement has taken place in the existing residential building stock and heretofore latent zoning capacity. New residents drawn to structural advantages of the neighborhood, such as proximity to transit, regional jobs centers, and local mixed-use corridors, were content to move into existing apartments instead of new construction. Although they may not "look" like it, many of the older buildings in the neighborhood have been effectively converted into luxury housing as well.

For this reason, the Borough President is supportive of AAMUP and the creation of thousands of new housing units to alleviate housing pressure and mitigate displacement in the neighborhood. That said, there are three housing-related conditions.

Brooklyn Borough President Housing Conditions:

1. <u>Exhaust every effort to increase the production of affordable housing, especially deeply affordable units</u>

   1A. Investigate the feasibility of a new MIH Option with deeper levels of affordability

   AAMUP is in a strong market area with high rents, making it well-positioned to support deeper levels of affordability through MIH. Community Board 8 has requested the creation of a new MIH Option 3.5 specific to the study area. The Borough President recommends that the Department of City Planning analyze the economic and legal feasibility of introducing a new MIH option with a higher percentage of affordable units at more deeply affordable levels and publish the results for public review. The existing MIH options are based on the Market & Financial Study: NYC Mandatory Inclusionary Housing conducted in 2015. Given the significant changes in market conditions since then, DCP should update this study to ensure the MIH program reflects current realities and needs.

   1B. Expand affordable housing on publicly owned sites

   HPD and DCP have collaborated to identify several viable public sites to facilitate affordable housing projects in the project area. The City must continue to prioritize the development of publicly owned sites to address the district's housing needs, with a focus on advancing 100% affordable developments.

2. <u>Investigate a Tenant Displacement Registry and Housing Preference Program</u>

   The Borough President recommends that the Department of City Planning work with the Department of Housing Preservation and Development to investigate the feasibility of establishing a tenant registry for residents facing displacement pressure in the AAMUP study area. As proposed by Community Board 8, this registry would aim to identify and track tenants at risk of displacement, and, if implemented, could provide these tenants with preference for 50% of affordable housing units in buildings developed within

the AAMUP area. This preference would operate separately from other priority classes in the affordable housing lottery. DCP and HPD are encouraged to evaluate the feasibility, potential impacts, benefits, and administrative requirements of this program to determine its viability as a tool to mitigate displacement.

3. Introduce Tenant Relocation Assistance Legislation

The Borough President recommends that the City Council consider passing legislation similar to Seattle's Tenant Relocation Assistance Ordinance (TRAO). This ordinance provides financial assistance to low-income tenants displaced due to housing demolition, substantial rehabilitation, change of use, or removal of restrictions on subsidized housing.

Seattle's program requires landlords to obtain a relocation license before proceeding with any action that displaces tenants and mandates relocation payments, which are equally shared between the landlord and the city. Eligible tenants—those earning less than 50% of the area median income—receive up to $3,000 in assistance. Adopting a similar framework in New York City would help mitigate the impacts of displacement, particularly in areas undergoing significant rezoning, such as AAMUP. The legislation could ensure that landlords provide adequate notice and financial support to displaced tenants while establishing a fair cost-sharing model between property owners and the city.

Transit and Streetscape

A core component of the Atlantic Avenue Mixed-Use Plan is the enhancement of transit and streetscape, and nowhere is this more critical than along the Atlantic Avenue corridor. Currently a six-lane truck route, Atlantic Avenue is a dangerous roadway that acts as a barrier between Bed-Stuy and Crown Heights. A comprehensive street redesign presents an opportunity to bridge these neighborhoods, creating a local mixed-use job center and supporting the plan's vision of a safe, vibrant area for thousands of new residents.

Several recommendations in the Comprehensive Plan for Brooklyn directly address these challenges. For example, Recommendation 4.1.1 calls for strengthening Brooklyn's bicycle, pedestrian, and bus networks, aligning with the NYC Streets Plan and Vision Zero goals. Similarly, Recommendation 4.2.1 emphasizes promoting public spaces—such as open streets and public plazas—that enhance pedestrian safety, encourage walking, and facilitate vibrant community activities.

The Borough President is encouraged that improving urban design and infrastructure is a named goal, however, is disappointed by the lack of proposed details. Daylighting streets is necessary, but a bare minimum; this kind of work should be integrated into the scope of every routine DOT repaving project. To achieve the transformative potential of this plan, the following conditions for approval must be addressed.

Brooklyn Borough President Transit and Streetscape Conditions:

1. DOT must commit to a road diet to 4 lanes along Atlantic Avenue, in line with the rest of the corridor

2. DOT should pursue paid commercial parking spaces and metered parking for non-commercial vehicles to encourage turnover and make enforcement effective

3. DOT should prioritize investments in Lowry Triangle (road diet and design)

4. Complete necessary subway improvements
   - Signal improvements funded by congestion pricing will deliver capacity improvements to mitigate the impacts identified in the EIS
   - Lack of personnel is a short-term constraint on MTA capacity; MTA should recruit from the AAMUP area/registry of potential displaced residents
   - Beautification underneath the shuttle tracks north of Dean, particularly on Lefferts Place
   - MTA should conduct a feasibility study/scope a second entrance to the Franklin Avenue station near Claver Place to improve pedestrian flow and access

Recommendation

BE IT RESOLVED that the Brooklyn Borough President, pursuant to Sections 197-c and 201 of the New York City Charter, recommends that the City Planning Commission and City Council approve this application with the following modifications and conditions:

1. **Manufacturing Conditions**
   a. Require ground floor manufacturing uses in the Eastern Mid-Block zoning area
   b. Incentivize manufacturing uses in Western Mid-Block areas
   c. Establish an IBSP to support industrial growth in AAMUP
   d. Prevent manufacturing tenant displacement
2. **Housing Conditions**
   a. Exhaust every effort to increase the production of affordable housing, especially deeply affordable units
      1A. Investigate the feasibility of a new MIH Option with deeper levels of affordability
      1B. Expand affordable housing on publicly owned sites
   b. Investigate a Tenant Displacement Registry and Housing Preference Program
   c. Introduce Tenant Relocation Assistance legislation
3. **Transit and Streetscape Conditions**
   a. DOT must commit to a road diet to 4 lanes along Atlantic Avenue, in line with the rest of the corridor
   b. DOT should pursue paid commercial parking spaces and metered parking for non-commercial vehicles to encourage turnover and make enforcement effective
   c. DOT should prioritize investments in Lowry Triangle
   d. Make needed subway improvements

BE IT FURTHER RESOLVED that without a requirement for manufacturing uses, the Borough President reserves the right to retract support for the proposal.

January 22, 2025

BROOKLYN BOROUGH PRESIDENT DATE