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

3033 AVENUE V REZONING – C240131ZMK N240132ZRK

IN THE MATTER OF a private application by Ford Coyle Properties Inc. for a zoning map amendment from R4/C1-2 to R7D/C2-4 and a zoning text amendment for MIH to facilitate a new 9-story, 110,865 square foot mixed-use development including 13,820 square feet of ground floor retail, 97,045 square feet of residential floor area (109 dwelling units, 27 affordable) being sought at 3033 Avenue V in Sheepshead Bay, Community District 15, Brooklyn

BROOKLYN COMMUNITY DISTRICT 15

RECOMMENDATION

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

RECOMMENDATION FOR: 3033 AVENUE V REZONING – C240131ZMK N240132ZRK

The Project Area is along Avenue V, a wide (90 ft) street that forms the boundary between R4 and R5 residential districts in Sheepshead Bay. R4 is a low-density residential district that allows a variety of detached, semi-detached, and attached housing types restricted by an allowable floor area ratio (FAR) of 0.75, front and rear yard setbacks, and parking requirements. The Project Area is within an R4 district and across the street from the NYCHA Nostrand Houses campuses, which are mapped as R5.

In 2022, the 2134 Coyle Street Rezoning mapped an R6A/C2-4 district to the north of the Project Area along Coyle Street. This zoning map amendment connects the Project Area with Avenue U, a wide (80 ft) mixed-use corridor with local retail uses, multi-family walk-up buildings, and the B3 bus route.

The Development Site is coterminous with the Project Area and includes a single lot fronting Avenue V in between Ford Street and Coyle Street. The Development Site is currently a low-rise commercial storefront with local retail uses such as a liquor store, salon, restaurants, and pharmacy. The Project Area is mapped with a C1-2 commercial overlay which permits local retail uses but applies the low-density bulk regulations of the underlying R4 residential district.

The applicant proposes a zoning map amendment to map an R7D residential district with a C2-4 commercial overlay to facilitate the development of a 9 story mixed-use development with ground floor commercial uses. The proposed building would include 109 dwelling units, 27 of which would be affordable under Mandatory Inclusionary Housing (MIH) Option 1. The applicant is proposing a zoning text amendment to map MIH Options 1 and 2 to facilitate the MIH units.

The proposed development includes 109 parking spaces for a ratio of 1 parking space to 1 dwelling unit. The proposed parking would be fully attended parking using vehicle stackers, located in a cellar and subcellar floor of the building. The Zoning Resolution requires 45 parking spaces: 50 percent for the 84 market rate dwelling units and 15 percent of the affordable housing units.

Borough President Reynoso held a public hearing for this application on Wednesday, May 8th. No members of the public testified or submitted written testimony.

Community Board Position

Community Board 15 voted to approve this application on April 16, 2024, with the condition that the applicant provides 109 parking spaces on site, for a 1:1 ratio of parking spaces to dwelling units.

Approval Rationale

Borough President Reynoso believes that the proposed actions are appropriate. The proposed R7D district will allow sorely needed housing in a part of the borough where few residential units have been built. As such, this project is in alignment with the Housing Growth and Parking Demand Management framework of the Comprehensive Plan for Brooklyn, particularly Recommendation 2.1.1(b), which supports proposed increases in residential density in areas where housing production has been lagging.

The proposed development will meaningfully increase the amount of affordable housing units produced in Community District 15 (CD 15). Between 2014 – February 2023, 149 affordable units have been built in CD 15, the vast majority of which (135) are in the middle-income band of 121-165% area median income (AMI). The proposed development would add 27 affordable units, a 5 percent increase of all affordable units built to date, and 11 of these units would be the first very low-income units (31-50% AMI) built in CD 15 since the inception of MIH.

Borough President Reynoso is concerned about the amount of proposed parking on site. While the Development Site is located approximately a mile from the nearest subway station, a ratio of one parking space to one dwelling unit is excessive and results in the addition of an entire subcellar floor solely dedicated to vehicle storage. During the Borough President's public hearing, the applicant stated that each underground parking spot costs approximately $25,000 to build. At that estimate, the 57 spaces in the lower subcellar add over $1.4 million to the construction cost of the project. It is possible that these estimates are conservative; the Department of City Planning estimates that one underground parking spot costs $67,000 to build. In their Racial Equity Report, the applicant anticipates a market rate rent of $2,560 for a studio apartment, a fairly high price for a unit in this area. While the Zoning Resolution lacks a mechanism to mandate cost savings are passed on to tenants, the elimination of millions of dollars from the construction cost of the project may allow more affordable rents in line with the actual demand for studio apartments in this area.

Additionally, the applicant is proposing attended parking spaces using vehicle stackers, adding the additional costs of staffing and maintenance that will be passed on to tenants in the form of building fees or higher rents. The inclusion of such costly amenities helps foster the perception that new construction is catered towards wealthier vehicle owners who are able to pay the costs of monthly car payments, auto insurance, regular repairs, and vehicle storage, either in the form of an explicit fee or baked into monthly rent.

For these reasons, the Borough President requests that the applicant provide no more than the 45 residential parking spaces required by the Zoning Resolution. Such a reduction would allow the elimination

of the lower subcellar parking level, reduce the costs of the construction, and mitigate the risk of flood damage.

Borough President Reynoso believes the proposed C2-4 overlay is appropriate. The additional residential density proposed at the Development Site will result in more customers for local retail and restaurants both along Avenue V and Avenue U one block to the north. The Borough President requests that the applicant consult with the Nostrand Houses Tenants Association to gauge community needs when leasing out the new ground floor commercial spaces.

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 condition that:

1) The applicant reduces the amount of proposed parking to no more than the 45 spaces required by zoning, allowing for the elimination of a subcellar floor from the proposed development.
2) The applicant consult with the Nostrand Houses Tenants Association with regard to community needs for the ground floor commercial space.

May 17 2024

BROOKLYN BOROUGH PRESIDENT

DATE