



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

1720 ATLANTIC AVENUE REZONING – N230315ZRK C230316ZMK

IN THE MATTER OF Bermuda Realty No. 2 LLC seeking a Zoning Map Amendment from M1-1 to C4-4D, R7A, and R7A/C2-4 and a Zoning Text Amendment to map MIH and allow additional street wall flexibility to facilitate a new 13-story, 263,277 sq ft mixed-use development, including 191,429 sq ft of residential space (278 dwelling units with 70 income restricted), 50,427 sq ft of commercial space and 17,421 sq ft of community facility space in Community District 8, Brooklyn.

BROOKLYN COMMUNITY DISTRICT 8

RECOMMENDATION

☒ **APPROVE**

☐ APPROVE WITH
MODIFICATIONS/CONDITIONS

☐ DISAPPROVE

☐ DISAPPROVE WITH
MODIFICATIONS/CONDITIONS

RECOMMENDATION FOR: 1720 ATLANTIC AVENUE REZONING – N230315ZRK C230316ZMK

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.

August 12, 2025

BROOKLYN BOROUGH PRESIDENT

DATE

Project Description

The Project Area is along Atlantic Avenue, Schenectady Street, and Pacific Street in the Crown Heights and Bed-Stuy neighborhoods, one mile east of the recently approved Atlantic Avenue Mixed Use Plan (AAMUP). The Surrounding Area includes community facilities, public housing, schools, light manufacturing, and vacant land. The Weeksville Houses NYCHA development is nearby, which is currently in the PACT-RAD program. Nearby manufacturing uses include a wholesaler plastics manufacturer adjacent to the Project Area. Harmony Park is located north of the Project Area.

The neighborhood is transit rich; the Project Area sits nine blocks to the north of the 3 and 4 trains at the Crown Heights-Utica Avenue station and three blocks southwest of the A and C trains at the Utica Avenue station. Additionally, the B15 and B65 lines run one block southwest of the Project Area, and the Long Island Railroad's Nostrand Avenue stop is approximately one mile west of the site.

The Project Area and the development site are coterminous, comprising three tax lots. The site is currently occupied by a well-utilized shopping center with more than 28,000 square feet of commercial retail space and no vacant storefronts, as well as 56 parking spaces. The proposed development would facilitate the construction of a new 13-story mixed-use building containing approximately 300 residential units, 84 of which would be permanently affordable under Mandatory Inclusionary Housing (MIH) Option 1, and in compliance with the affordability requirements of the 485-x tax abatement. The development would also include approximately 70,000 square feet of commercial and community space and 112 off-street parking spaces, which are not required. In addition, as a 485-x project, it will meet construction wage standards and labor requirements.

Community Board Position

Community Board 8 voted to approve of the application with conditions on June 12, 2025. The Board supports the application with the following condition: a 35% affordability set aside with the breakdown being 20% of apartments available at 40% AMI, 10% at 60% AMI, and 5% at 80% AMI. The Board also commended the Applicant's efforts to collaborate with the community board and provide community benefits.

Borough President ULURP Hearing and Public Comment

The Borough President held a hearing on this item on Wednesday, July 16, 2025. No members of the public provided testimony at the hearing, and the Borough President's Office received no written testimonies via email.

Approval Rationale

The Borough President believes the proposed actions are appropriate, but emphasizes that the approval of this rezoning, from manufacturing to residential and commercial, is neither setting precedent nor offering blanket support for future similar applications. The Borough President remains committed to preserving manufacturing zoning and the well-paying, low barrier to entry jobs it supports.

The 1720 Atlantic Avenue Rezoning is a unique instance where a change from manufacturing zoning is appropriate. The existing site is a well-used, long-term shopping center. This application is an opportunity to formalize those uses while securing permanently affordable housing with prevailing wage construction. For these reasons, mixed-use development is justified in this instance. Furthermore, the proposed

development aligns with two key goals of the Brooklyn Comprehensive Plan: Goal 2, “Increase access to safe and healthy affordable housing,” and Objective 2.2, “Support Transit-Oriented Development.”

However, the Borough President has two primary modifications for this application. First, since this applicant is proposing to rezone manufacturing land to residential and commercial districts, a greater number of affordable units at deeper affordability is warranted. Second, the Borough President urges the applicant to offer existing businesses the first opportunity to lease space in the new commercial development, at the same rental rate they currently pay.

Moreover, the Borough President believes this application, even following the recent passage of the Atlantic Avenue Mixed-Use Plan (AAMUP), highlights the ongoing need to comprehensively plan the light manufacturing corridor along Atlantic Avenue. The presence of successful manufacturers in the vicinity, including a nearby plastics manufacturer, demonstrates that industrial uses can thrive in this area and continue to offer accessible, well-paying jobs. The AAMUP planning process itself was reactive, initiated only after a wave of private rezoning applications. The Borough President urges the Department of City Planning to proactively plan for the entirety of Atlantic Avenue. In the absence of a cohesive strategy, private applications will reshape this neighborhood and attempt to degrade the manufacturing zoning without a broader vision. Additional neighborhood planning is urgently needed to balance market pressures, protect manufacturing uses, and coordinate public investment in infrastructure, streetscape improvements, and broader community benefits.

###