



BROOKLYN BOROUGH PRESIDENT ANTONIO REYNOSO

UNIFORM LAND USE REVIEW PROCESS (ULURP) APPLICATION

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| ULURP NUMBER | C250215ZSK C250248ZMK N250249ZRK C250250ZSK 250251LDK |
| PROJECT NAME | 2950 West 24 th Street Rezoning |
| APPLICANT TEAM | Ocean Towers Partners LLC |
| PROJECT BRIEF | A zoning map amendment (R6 and R6/C1-2 to R6, R7-3, and R7-3/C2-4), a zoning text amendment (Appendix F), a LSGD Special Permit, and a 74-52 Special Permit to facilitate a new 18-story (408 DUs) mixed-use development, including 315,617 SF of residential, 10,898 SF community facility, and 7,782 SF of commercial is being sought by private applicant Ocean Towers Partners LLC at 2950 W 24th St in Coney Island, CD 13, Brooklyn. |
| COMMUNITY DISTRICT | Brooklyn Community District 13 |
| COUNCIL MEMBER | Council Member Kayla Santosuosso |

BROOKLYN BOROUGH PRESIDENT'S RECOMMENDATION

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|-------------------------------------|---|--------------------------|---|
| DATE | April 24, 2026 | | |
| <input type="checkbox"/> | FAVORABLE | <input type="checkbox"/> | UNFAVORABLE |
| <input checked="" type="checkbox"/> | FAVORABLE WITH MODIFICATIONS / CONDITIONS | <input type="checkbox"/> | UNFAVORABLE WITH MODIFICATIONS / CONDITIONS |

Brooklyn Borough President Antonio Reynoso

RECOMMENDATION FOR

2950 West 24th Street Rezoning – ULURP # C250215ZSK, C250248ZMK, N250249ZRK, C250250ZSK, 250251LDK

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

- 1) The special permit to reduce required parking at the Development Site remains part of the application.

PROJECT DESCRIPTION

The Project Area consists of a single lot, bounded by Mermaid Avenue to the north, West 24th Street to the east, West 25th Street to the west, and Surf Avenue to the south. The lot is currently zoned as R6 and R6/C1-2 districts. The R6 district dates from 1970, when the Coney Island Neighborhood Development Plan re-mapped the R5 district original to the 1961 Zoning Resolution.

The Project Area is coterminous with the Development Site. The Development Site is currently improved with a 19-story multifamily residential building, with 360 income-restricted dwelling units. A surface parking lot with 160 spaces is located to the north of the existing building. The 160 spaces in this lot exceed the 117 accessory parking spaces required for the existing building. The western half of the Development Site is undeveloped and gated, and thus not accessible to the public or building residents.

The applicant proposes Zoning Map Amendments to map a new R7-3 district, a C2-4 overlay along Surf Avenue, and remove a portion of the C1-2 overlay on the northern portion of the Project Area. The applicant is also proposing a Zoning Text Amendment to Appendix F to map a new MIH Area, a special permit for bulk modifications within a Large-Scale General Development (LSGD), and a special permit to reduce required parking from 167 to 143 spaces.

The proposed actions would facilitate the development of a new, 18-story, mixed residential, community facility, and commercial building along the West 25th Street frontage of the Development Site. The new building would contain up to 410 dwelling units, 408 of which would be income-restricted and regulated under the Department of Housing Preservation and Development's (HPD) Extremely Low- and Low-Income Affordability (ELLA) Program. The new building will largely occupy the western portion of the lot that is currently undeveloped and inaccessible.

COMMUNITY BOARD POSITION

Community Board 13 submitted an unfavorable recommendation on March 25, 2026.

BOROUGH PRESIDENT PUBLIC HEARING

The Borough President held a hearing on this item on March 11, 2026. No members of the public provided testimony at the hearing, and the Borough President's Office received no written testimony via email.

APPROVAL RATIONALE

Borough President Reynoso believes that the proposed actions are appropriate. The actions and facilitated development are in alignment with housing, affordability, and transit-oriented development priorities identified in *The 2025 Comprehensive Plan for Brooklyn*. The Project Area is located within the Coney Island–Sea Gate Neighborhood Tabulation Area, which *The Plan* identifies as slightly below the residential density target of 60 residential units per acre of buildable land. Coney Island–Sea Gate is also identified in *The Plan* as an Affordability Priority Area, due to its high scores on the City's Displacement Risk Index (DRI). The construction of more than 400 income-restricted residential units through HPD's ELLA Program is aligned with the goal of providing housing options and stability for Brooklynites at the lowest Area Median Income bands.

Borough President Reynoso is encouraged by the applicant's decision to pursue a special permit to reduce the required parking at the site. The reduction of required parking is in alignment with Objective 3 of the Housing Element of *The 2025 Comprehensive Plan*: Design and plan future housing growth around transit. The applicant's consideration of the utilization rate of the currently existing parking and proximity to the Coney Island Stillwell Avenue subway station demonstrates the improved flexibility for parking requirements as a result of the City of Yes for Housing Opportunity Zoning Text Amendment, and serves as an example of how the loosening of requirements does not necessarily equate with developers and property owners eliminating off-street parking altogether. Given the importance of developing new housing around transit, Borough President Reynoso requests that the applicant retain the special permit waiver to reduce the parking requirement as this application moves through ULURP.

The 2025 Comprehensive Plan for Brooklyn included an Urban Design Typology to provide high-level guidance for building form, uses, and densities. The place types depicted in the Urban Design Typology were intentionally general and intended to be refined with subsequent engagement and neighborhood planning efforts. The Project Area for this application is located near two place types in the Urban Design Typology: Pattern Area 3 of the Inner Transit Zone, which envisions transit-oriented residential development at a target density of 60 residential units per acre; and a Coastal Risk Area: low-lying areas distant from transit where the lack of substantial transit infrastructure (i.e. rail or bus rapid transit) paired with the long-range threats of sea level rise and stormwater flooding make new residential development less advisable. Due to the Project Area's location, a half-mile from the Coney Island Stillwell Avenue subway terminal, this application can be considered within Pattern Area 3, rather than a Coastal Risk Area.

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