BROOKLYN BOROUGH PRESIDENT ANTONIO REYNOSO

UNIFORM LAND USE REVIEW PROCESS (ULURP) APPLICATION

ULURP NUMBER	N260316ZRK C260315ZMK
PROJECT NAME	1584 Flatbush Avenue Rezoning
APPLICANT TEAM	Eddie Mizrachi and 1584 Flatbush Ave Partners LLC
PROJECT BRIEF	A Zoning Map Amendment from C4-4A to C6-3 and a Zoning Text Amendment to Appendix F to map an MIH Area to facilitate a new 16-story plus cellar, 105,027 sq. ft. (9.95 FAR) mixed-use development including 9,544 sq. ft. of commercial use, 330 sq. ft. of community facility use, and 112 dwelling units (28 permanently income-restricted units pursuant to MIH Option 1) is being sought by 1584 Flatbush Ave Partners LLC at 1584 Flatbush Avenue in the Flatbush neighborhood of CD14, Brooklyn.
COMMUNITY DISTRICT	Brooklyn Community District 14
COUNCIL MEMBER	Council Member Farah Louis

BROOKLYN BOROUGH PRESIDENT'S RECOMMENDATION

DATE	November 4, 2026

☐	FAVORABLE	☐	UNFAVORABLE
☑	FAVORABLE WITH MODIFICATIONS / CONDITIONS	☐	UNFAVORABLE WITH MODIFICATIONS / CONDITIONS

Brooklyn Borough President Antonio Reynoso

RECOMMENDATION FOR

1584 Flatbush Avenue Rezoning – ULURP # N260316ZRK C260315ZMK

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 conditionally approve this application provided that the applicant:

- Makes every effort to provide additional permanently affordable units beyond the minimum 25% required under MIH Option 1.
- Makes every effort to improve the building's architectural design, including an active ground-floor design and streetscape, as well as a broken-up facade.
- Works with DOT, the MTA, and Community Board 14 to identify opportunities for pedestrian safety and streetscape improvements that contribute to a safer and more welcoming pedestrian environment.

PROJECT DESCRIPTION

The Project Area is located in the Flatbush neighborhood of Brooklyn Community District 14, located on a triangular block bounded by Flatbush Avenue, Nostrand Avenue, and Avenue H. The surrounding area is characterized by a mix of low- and mid-rise residential buildings, larger apartment buildings, commercial corridors, shopping centers, and institutional uses, including Brooklyn College to the southwest. Building heights vary considerably, with several nearby residential buildings ranging from 11 to 20 stories. The Project Area is well-served by public transportation, with an entrance to the Flatbush Avenue–Brooklyn College 2/5 subway station located within the Project Area. The B6, B11, B41, B44, B44 SBS, B103, and Q35 bus routes also serve the area. A station for the proposed Interborough Express (IBX) is also anticipated nearby.

The Project Area was rezoned from C4-3 to C4-4A as part of the 2009 Flatbush Avenue Rezoning, which sought to establish contextual zoning districts while encouraging affordable housing development by mapping an Inclusionary Housing Designated Area. The existing C4-4A district permits a maximum residential FAR of 5.01 for qualifying affordable housing and a maximum building height of 115 feet. Nearby recent zoning changes includes the 2019 rezoning of 1640 Flatbush Avenue from C8-2 to C4-4D, which facilitated a 13-story mixed-use development with 114 residential units.

The Project Area comprises six tax lots (Block 7558, Lots 1, 11, 14, 15, 16, and 17). Existing uses include restaurants, retail stores, beauty salons, medical offices, a bank, and residential units above ground-floor commercial spaces. The applicant-owned Development Site at 1584 Flatbush Avenue (Block 7558, Lot 1) consists of an approximately 10,356-square-foot lot currently occupied by a two-story, approximately 20,600-square-foot commercial building. Existing tenants include a beauty supply store, plasma donation center, and optometrist's office.

The applicant requests a zoning map amendment from C4-4A to C6-3 and a zoning text amendment to map a Mandatory Inclusionary Housing (MIH) Area with Options 1 and 2. The proposed C6-3 district would permit a maximum residential FAR of 9.02 for qualifying affordable housing and a maximum building height of 185 feet. These actions would facilitate a 16-story, approximately 165-foot-tall mixed-use development containing approximately 105,000 square feet (9.95 FAR), including 95,152 square feet of residential space, 9,544 square feet of commercial space, and 330 square feet of community facility space. The proposed building would contain 112 dwelling units, of which 28 would be permanently income-restricted under MIH Option 1, requiring 25% of residential floor area to be affordable at an average of 60% of Area Median Income (AMI), including 10% at 40% of AMI. Approximately 41% of the proposed units would contain two or three bedrooms. No accessory vehicle parking or curb cuts are proposed, and 56 bicycle parking spaces would be provided in the cellar.

COMMUNITY BOARD POSITION

Community Board 14 voted on September 21, 2026, to conditionally approve the application with a vote of 35 in favor, 1 against, and 0 abstaining. CB14 requests the following conditions:

- Condition 1: The developer will reconsider the distribution of community use space and commercial space, which was proposed as 330 square feet and 9,947 square feet respectively. We hope that the developer considers a commercial space that accommodates flexibility/availability for both large and small businesses, as well as the community use space should be considered with the need for CBO and public office space in mind.
- Condition 2: Traffic and mass transit conditions should be considered in greater detail. It was noted that GZA is the developer's consultant. GZA must initiate a conversation with NYC DOT to study the Flatbush Avenue/Avenue H and Nostrand intersections for safer pedestrian crossing, traffic patterns in light of this proposed newly added residential density, commercial and residential deliveries, the Flatbush Avenue truck route, bus stop locations, and safe passage to the 2/5 train station.
- Condition 3: Greenspace, the streetscape public amenities and environmental impacts: The developer will maximize greenery including trees and planters along the building line on all sides and will review streetscape potential for benches. An endowment fund for the Campus Road Hot Spot Tot Lot will be explored. A community shadow impact index/ shadow study to discern impacts on Hillel Plaza and the larger area will be conducted.
- Condition 4: Given DSNY containerization rules, Avenue H does not seem to be the optimal location for set-out. There is a bus stop on this (the shortest side) of the building. The applicant should determine the likely number of refuse, recycling and organics containers and clarify as to where they will be stored in between residential collection days and where they will be placed for collection. This plan should be coordinated with the commercial refuse requirements of the anticipated commercial tenant.

BOROUGH PRESIDENT PUBLIC HEARING

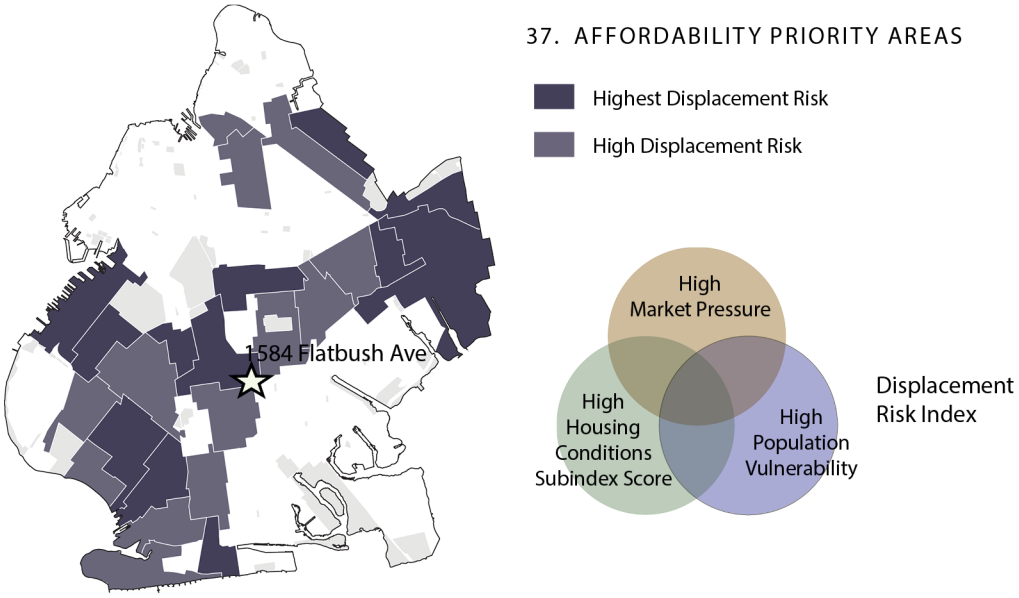
The Borough President held a hearing on this item on Wednesday, October 14, 2026. No members of the public provided testimony at the hearing, and the Borough President's Office received no written testimonies via email.

APPROVAL RATIONALE

Borough President Reynoso finds the proposed actions appropriate with conditions.

The 2025 Comprehensive Plan for Brooklyn identifies transit-oriented development (TOD) as a central strategy for accommodating housing growth across the borough, stating that "TOD is both Brooklyn's past and future: in order to address the dual challenges of housing growth and housing choice, the borough must renew its commitment to a development strategy that prioritizes transit." To that end, Objective 3 of the Comprehensive Plan's Housing Element, "Design and Plan Future Housing Growth Around Transit", calls for concentrating new residential development in areas with reliable public transportation, reducing automobile dependence, and expanding housing choice. Given the Project Area's location directly adjacent to a subway station, numerous bus routes, and a future IBX station, the Borough President supports additional residential density at this location.

At the same time, the Comprehensive Plan identifies the surrounding neighborhood as an Affordability Priority Area, a designation based on the City's Displacement Risk Index (DRI). Affordability Priority Areas are neighborhoods with heightened displacement risk due to population vulnerabilities, housing conditions, and rising market pressures. The Plan calls for prioritizing affordable housing and anti-displacement strategies in these areas. Given this designation, the Borough President supports the proposed increase in residential density while emphasizing the need to expand access to affordable housing for existing and future residents. Therefore, as a condition of approval, the Borough President calls on the applicant to make every effort to provide additional permanently affordable units beyond the minimum 25% required under MIH Option 1.

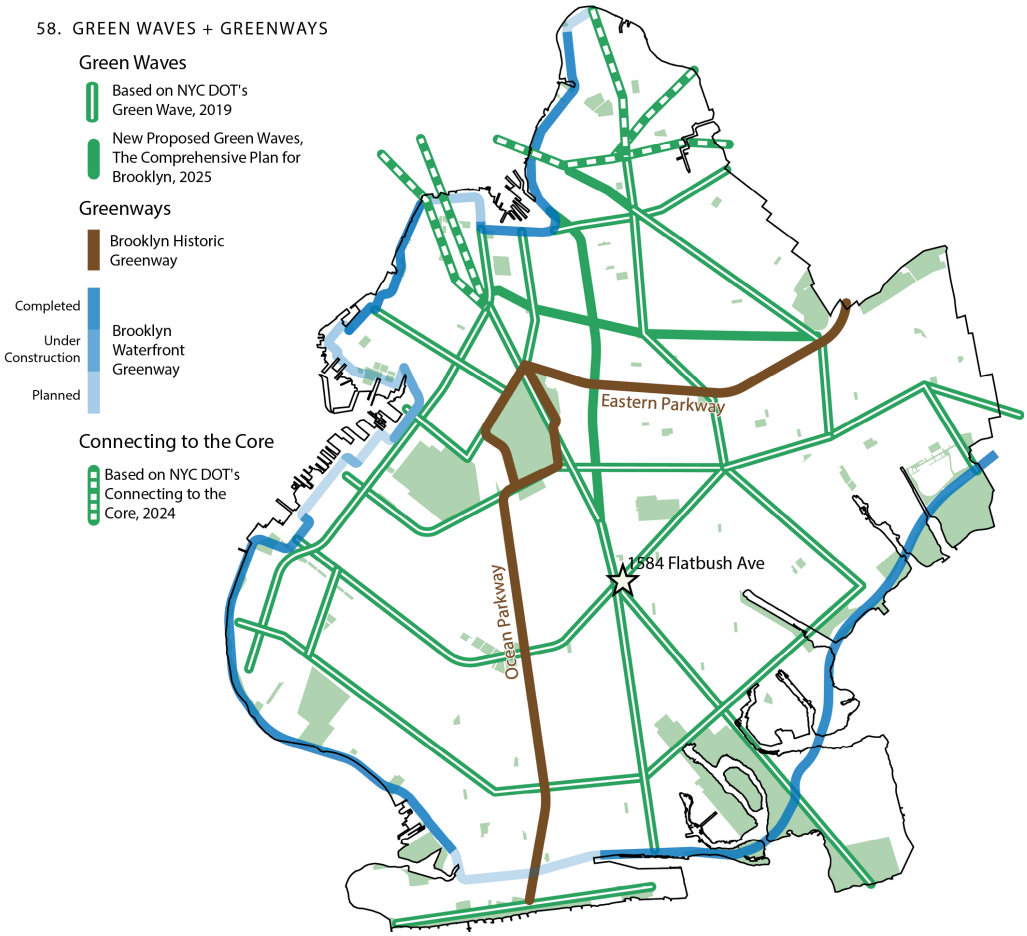


The Project Area is also located within a Local Center, as defined in the Comprehensive Plan. Local Centers are areas with strong transit access, higher residential density, and concentrations of retail, commercial services, and major institutions that attract visitors from surrounding neighborhoods. Strategy 5 of the Plan's Housing Element, "Plan Around Local Centers," calls for directing housing growth toward these hubs of economic and social activity. The Borough President supports that this application does just that, by providing new housing as well as ground-floor commercial space.

Urban Design Typology

Every Brooklynite knows that even within a neighborhood, there are a variety of different types of places: residential streets, bustling job centers, and everything in between. The following Urban Design Typology names the different kinds of places scattered across our borough. This diagram is intended to assist with guiding future land use decisions and transit investments and is intended to respond to established patterns.

The Project Area is also at the convergence of three proposed Green Wave corridors from the Department of Transportation's 2019 *Green Wave* plan, which aimed to establish a connected boroughwide protected bicycle lane network. The Comprehensive Plan for Brooklyn identifies these corridors as Priority Corridors and calls for coordinating pedestrian, bicycle, and bus improvements along Priority Corridors to create a more cohesive transportation network.



Because the Project is in a Local Center, near transit, and at the convergence of three Priority Corridors, this is an area that can expect substantial pedestrian activity. However, the Applicant's proposed building design fails to capitalize on the opportunity presented by such a prominent and highly trafficked location. The illustrative rendering below raises several urban design concerns. The building appears as one uninterrupted facade and would benefit from broken up massing. Second, although ground-floor commercial uses are proposed, the rendering lacks a distinctive ground-floor design. At this busy intersection, storefront transparency, clearly defined entrances, and an active pedestrian-level streetscape are particularly important. Finally, the rendering does not demonstrate any meaningful public realm improvements, such as landscaping, street trees, or pedestrian amenities, that would enhance the surrounding streetscape.

Therefore, the Borough President calls on the applicant to revisit the design of this building and pay closer attention to the ground-floor design and the massing. Given the significant increase in development capacity facilitated by the proposed rezoning, the Borough President believes that the project should provide corresponding public benefits through increased affordable housing and improvements to the pedestrian environment.

Community Board 14 raised similar concerns regarding the project's relationship to the surrounding streetscape. The Board called for coordination with DOT to study pedestrian crossings, traffic patterns, bus stop locations, and safe access to the 2/5 subway station. The Board also recommended additional street trees, landscaping, and pedestrian amenities, including opportunities for public seating. The Borough President shares these concerns and encourages

the applicant to work with DOT, the MTA, and the Community Board to ensure that the development contributes to a safer and more welcoming pedestrian environment.

Illustrative Rendering of 1584 Flatbush Ave

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