



IN THE MATTER OF an application submitted by 2510 CIA LLC pursuant to Sections 197-c and 201 of the New York City Charter for an amendment of the Zoning Map, Section No. 28c:

1. changing from an R4 District to an R7D District property bounded by a line 150 feet southerly of Avenue V, Coney Island Avenue, a line perpendicular to the westerly street line of Coney Island Avenue distant 300 feet southerly (as measured along the street line) from the point of intersection of the westerly street line of Coney Island Avenue and the southerly street line of Avenue V, and a line 120 feet westerly of Coney Island Avenue;
2. changing from a C8-1 District to an R7D District property bounded by Avenue V, Coney Island Avenue, a line 150 feet southerly of Avenue V, and the southerly centerline prolongation of East 9th Street; and
3. establishing within the proposed R7D District a C2-4 District bounded by Avenue V, Coney Island Avenue, a line perpendicular to the westerly street line of Coney Island Avenue distant 300 feet southerly (as measured along the street line) from the point of intersection of the westerly street line of Coney Island Avenue and the southerly street line of Avenue V, a line 120 feet westerly of Coney Island Avenue, a line 150 feet southerly of Avenue V, and the southerly centerline prolongation of East 9th Street;

as shown on a diagram (for illustrative purposes only) dated November 4, 2024, and subject to the conditions of CEQR Declaration E-720.

This application for a zoning map amendment was filed by 2510 CIA LLC on November 7, 2022 to change R4 (OP) and C8-1 (OP) zoning districts to an R7D/C2-4 (OP) zoning district. This application, in conjunction with the related zoning text amendment action (N 230129 ZRK), would facilitate the development of a new 11-story, approximately 61,500 square-foot mixed-use building containing approximately 55,100 square feet of residential space, or 60 dwelling units, approximately 15 to 18 of which would be permanently income-restricted, as well as approximately 6,400 square feet of ground floor commercial space. The development would be located at 2510 Coney Island Avenue in the Sheepshead Bay neighborhood of Brooklyn, Community District 15.

RELATED ACTION

In addition to the zoning map amendment (C 230128 ZMK) that is the subject of this report, the proposed project also requires action by the City Planning Commission (CPC) on the following application, which is being considered concurrently with this application:

N 230129 ZRK Zoning text amendment to designate the project area as a Mandatory Inclusionary Housing (MIH) area with Options 1 and 2.

BACKGROUND

The applicant seeks a zoning map amendment to change R4 (OP) and C8-1 (OP) zoning districts to a R7D/C2-4 (OP) zoning district and a zoning text amendment to establish a Mandatory Inclusionary Housing (MIH) area coterminous with the project area. Together, these actions would facilitate the development of a new 11-story, approximately 61,500 square-foot mixed-use building containing approximately 55,100 square feet of residential space, or 60 dwelling units, approximately 15 to 18 of which would be permanently income-restricted, as well as approximately 6,400 square feet of ground floor commercial space. The development would be located at 2510 Coney Island Avenue in the Sheepshead Bay neighborhood of Brooklyn, Community District 15.

After this application was certified, the City Council adopted the City of Yes for Housing Opportunity zoning text amendment, which went into effect on December 5, 2024.

The project area comprises all or portions of six tax lots on Block 7159 including Lots 130, 128, 123, 120, 115, and 111. The project area is an approximately 54,100 square foot rectangular area that is generally bounded to the north by Avenue V, to the west by a line which is the prolongation of the centerline of East 9th Street running 150 feet, then to a line running parallel to and 120 feet from Coney Island Avenue, to the south by a line perpendicular to Coney Island Avenue, at a distance of 300 feet south from the intersection of Coney Island Avenue and Avenue V, and to the east by Coney Island Avenue. The project area has approximately 300 feet of frontage on Coney Island Avenue, a 100-foot-wide two-way street, and approximately 140 feet of frontage on Avenue V, an 80-foot-wide two-way street.

Lot 123, the applicant-owned development site, is approximately 11,000 square feet and has approximately 90 feet of frontage on Coney Island Avenue and a depth of 120 feet. The development site contains two one-story, approximately 1,500 square-foot (0.14 FAR) auto sales and repair garages.

Lots 111, 115, 120, 128, and 130 are non-applicant owned. These five lots in the project area range in size from 2,400 square feet to 21,400 square feet and are developed with a variety of commercial uses, including a drive-thru bank and realtor's office, a radio broadcaster, an automotive warehouse, a cell phone store, a restaurant, and offices.

The surrounding area consists of residential, commercial, community facility, and light manufacturing/industrial uses, including automotive uses. Building typologies vary in density, use, and scale, reflecting the underlying mixed-use character of the surrounding area. Buildings range from single and two-family residential homes, mixed-use two- to three-story residential buildings with ground floor commercial uses, three-story residential rowhouses, multi-family five- to seven-story residential buildings, and one- to two-story industrial and commercial buildings. Coney Island Avenue is a principal north-south mixed use and commercial corridor featuring a diverse mix of heavy industrial, commercial, and residential uses. This section of Coney Island Avenue displays a mix of uses, including automotive repair shops, medical offices, restaurants, local retail stores, and three-story residential homes. Coney Island Avenue is largely mapped with heavy industrial zoning districts, which are not reflective of the existing mixed-use residential and commercial buildings in the project area and render them non-complying uses. Avenue V is an east-west commercial and residential arterial, which is largely residential in this area with buildings ranging from one- to four stories. Kings Highway, located several avenues to the north, is also a principal mixed-use corridor for southern Brooklyn.

There are several public institutions and publicly accessible open space in the surrounding area. The Homecrest branch of the Brooklyn Public Library is located directly to the east of the project area on Coney Island Avenue. Directly south of the library is the Yeshivat Darchei Eres school, which serves approximately 1050 elementary, middle, and high school aged students. The 61st

Precinct police station of the NYPD and the Starlight Daycare Center are located to the southeast of the project area. Mellett Playground is a one-thousand-acre park containing handball courts, playground equipment, basketball courts, a comfort station, and benches located northeast of the project area. Ocean Parkway is located four blocks west of the project area and is a designated scenic landmark that features wide, planted malls for passive recreation (LP-0871).

The project area is located in the Outer Transit Zone. It is well served by public transit, including two bus lines that have stops within one block of the project site including: the B68, running north-south along Coney Island Avenue from Park Slope to Coney Island, and the B3, which runs east-west along Avenue U from Bergen Beach to Gravesend, and provides service to the F train subway station at Avenue U, approximately one mile to the east. The Neck Road subway station, with Q line service, is located within five blocks to the west of the project area. A protected bike path also runs along Ocean Parkway to the west of the project area.

The project area and portions of the surrounding area are located within the Special Ocean Parkway District (OP), which was approved in 1977 (CP-23284), and includes blocks east and west of Ocean Parkway. The OP was established to preserve the character of one- and two-family homes along Ocean Parkway itself, and to limit the proliferation and bulk of community facilities within the area. The OP limits new community facility developments and enlargements to the residential bulk regulations of the underlying zoning district and requires all new developments fronting on Ocean Parkway to have 30-foot landscaped unobstructed front yards. In 1993, the Special Ocean Parkway Subdistrict was established (N 930182 ZRK). The subdistrict encourages large single- or two-family homes and permits a maximum FAR of 1.5. The subdistrict is present beyond 100 feet in depth from Coney Island Avenue to the west and includes portions of two irregularly shaped lots within the development site.

The project area is mapped with R4 and C8-1 zoning districts. R4, R5, and R6A zoning districts are mapped in the surrounding area. R4 and R5 districts are generally mapped to the east and west of Coney Island Avenue, and R6A is mapped to the north of the project area on Avenue U and Coney Island Avenue.

C1-3 and C1-4 commercial overlay districts are mapped on both sides of Avenue U to a depth of 100 feet, which is located one avenue away from the project area.

R4 zoning districts are low-density non-contextual residential districts that allow residential and community facility uses. Residential buildings are permitted at an FAR of 1.0 or 1.5 FAR for qualifying residential sites with a maximum front wall height of 25 feet and a maximum building height of 45 feet. Off-street parking is required for 35 percent of the standard dwelling units in the Outer Transit Zone.

R5 zoning districts are low-density residential districts that allow residential and community facility uses. Residential buildings are permitted at an FAR of 1.50 or 2.0 FAR for qualifying residential sites and have a maximum base height of 45 feet and maximum building height of 55 feet. Off-street parking is required for 35 percent of the standard dwelling units in the Outer Transit Zone.

R6A zoning districts are medium-density contextual residential districts and when mapped with MIH permit a maximum residential FAR of 3.90, have a maximum based height of up to 65 feet, and maximum building height of up to 95 feet with a qualifying ground floor. Parking is required for 25 percent of standard dwelling units in the Outer Transit Zone.

C8-1 zoning districts are heavy commercial districts that bridge commercial and manufacturing districts and allow heavy commercial and automotive uses. Typical uses include automobile showrooms, repair shops, warehouses, gas stations, and car washes. Residential uses are not permitted, and performance standards are imposed for some semi-industrial uses. C8 zoning districts are generally mapped along major traffic arteries. The maximum commercial floor area is 1.0 and the maximum community facility floor area is 2.40. Off-street parking requirements vary with use, and those uses in PRC-B require one spot per 300 square feet.

C1-3 and C1-4 commercial overlays are local retail and service districts that allow commercial uses at an FAR of 1.0 when mapped with an R4 or R5 district and 2.0 when mapped in medium

density districts like R7D. C1-3 and C1-4 commercial overlays require one parking space per 300 square feet of general retail or medical facility floor area.

The applicant proposes the development of a new 11-story, approximately 61,500 square-foot mixed-use building containing approximately 55,100 square feet of residential space, or 60 dwelling units, approximately 15 to 18 of which would be permanently income-restricted, as well as approximately 6,400 square feet of ground floor commercial space. The proposed development would be set at the street line and have a height of approximately 113 feet, with a base height of 63 feet and a 10-foot setback at the seventh floor. The rooftop of the proposed development would feature a recreational open space for residents. Ground floor retail entrances and a residential entrance would be located on Coney Island Avenue.

Though seven residential parking spaces are required for the development to meet minimum zoning requirements, the applicant proposes 35 residential parking spaces located in the sub-grade level of the building. No commercial parking spaces will be provided. Two existing drop curb cuts are located on Coney Island Avenue, one of which will be used for the driveway entrance to the parking.

To facilitate the proposed development, the applicant proposes a zoning map amendment to rezone the R4 and C8-1 zoning districts to a R7D/C2-4 zoning district and a zoning text amendment (N 230129 ZRK) to designate a new MIH area.

R7D zoning districts are medium-density contextual residential districts and when mapped with MIH permit a maximum residential FAR of 5.6, have a maximum base height of up to 95 feet, and maximum building height of up to 125 feet with a qualifying ground floor. Parking is required for 15 percent of the standard units and is not required for qualifying affordable units within the Outer Transit Zone.

C2-4 commercial overlays are paired with residential zoning districts and are generally mapped along streets that serve local retail needs. C2-4 overlays allow a range of local-serving

commercial retail and service uses, such as grocery stores, restaurants, general stores, barber shops, laundromats and other similar retail and services businesses. When mapped within R7D zoning districts, C2-4 overlays allow commercial uses to a maximum of 2.0 FAR.

In addition to the proposed zoning map amendment, the applicant also proposes a zoning text amendment (N 230129 ZRK) to modify Appendix F to designate an MIH area mapped with Option 1 and Option 2 coterminous with the project area. Option 1 requires that at least 25 percent of the residential floor area be provided as housing permanently affordable to households with incomes at an average of 60 percent of the area median income (AMI). Within that 25 percent, at least 10 percent of the square footage must be used for units affordable to residents with household incomes at an average of 40 percent of the AMI, with no units targeted to households with incomes exceeding 130 percent of the AMI. Option 2 requires that at least 30 percent of the residential floor area be provided as housing permanently affordable to households with incomes at an average of 80 percent of the AMI. The applicant intends to utilize Option 1.

ENVIRONMENTAL REVIEW

This application (C 230128 ZMK), in conjunction with the application for the related action (N 230129 ZRK), 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 lead is the City Planning Commission. The designated CEQR number is 22DCP138K.

After a study of the potential environmental impact of the proposed actions, a Negative Declaration was issued on November 4, 2024. The Negative Declaration includes an (E) designation (E-720) related to hazmat, air quality, and noise analyses to avoid the potential for significant adverse impacts. The requirements of the (E) designation are described in the Environmental Assessment Statement and Negative Declaration.

WATERFRONT REVITALIZATION PROGRAM

This application (C 230128 ZMK), and its related action (N 230129 ZRK), was reviewed by the Department of City Planning for consistency with the policies of the New York City Waterfront Revitalization Program (WRP), as amended, approved by the New York City Council on October 30, 2013 and by the New York State Department of State on March 15, 2018, pursuant to the New York State Waterfront Revitalization and Coastal Resource Act of 1981 (New York State Executive Law, Section 910 et seq.). The designated WRP number is 18-181.

This action was determined to be consistent with the policies of the New York City Waterfront Revitalization Program.

UNIFORM LAND USE REVIEW

This application (C 230128 ZMK) was certified as complete by the Department of City Planning on November 4, 2024 and was duly referred to Brooklyn Community Board 15 and the Brooklyn Borough President in accordance with Title 62 of the Rules of the City of New York, Section 2-02(b), along with the application for a zoning text amendment (N 230129 ZRK), which was referred for information and review in accordance with the procedures for non-ULURP matters.

Community Board Public Hearing

On December 17, 2024, Brooklyn Community Board 15 held a public hearing on this application (C 230128 ZMK) along with the related application for a zoning text amendment (N 230129 ZRK), and, on that date, by a vote of three in favor, 33 opposed, and one abstaining, adopted a resolution recommending disapproval of the application.

Borough President Recommendation

The Brooklyn Borough President held a public hearing on this application (C 230128 ZMK) along with the related application (N 230129 ZRK) on January 15, 2025, and on January 31, 2025 issued a recommendation to approve the application with one condition:

“1. The applicant reduces the parking spaces to a maximum of one parking space per two dwelling units.”

City Planning Commission Public Hearing

On January 22, 2025 (Calendar No. 3), the City Planning Commission scheduled February 5, 2025 for a public hearing on this application (C 230128 ZMK) in conjunction with the related application (N 230129 ZRK). The hearing was duly held on February 5, 2025 (Calendar No. 20). One speaker, the applicant’s representative, testified in favor of the application and two speakers spoke in opposition.

The applicant’s representative described the proposed development, zoning, existing context of the project area, and land use rationale for the project. The representative discussed the unit mix, including a large amount of three bedrooms, parking requirements, and the desire to create more income-restricted units in an area that has not seen a significant number of income-restricted units built. The representative noted that in response to the Community Board’s concerns on height, neighborhood character, parking, and unit mix, the applicant proposed an eight-story development with an updated unit mix that would include a greater number of three-bedroom apartments and a greater number of parking spaces. The representative also discussed the proposed flood mitigation measures, the financial impact of providing parking spaces, and the community board’s response to the application.

Two speakers spoke in opposition to the project. The Chair of the local community board and a representative of the local Council Member discussed the potential impact of the project on traffic and congestion, parking, and neighborhood character. The speakers suggested that new residential development would exacerbate traffic and parking concerns and noted the existing issues with illegal and double parking in the area. Both speakers also voiced concerns about the height and density of the building.

There were no other speakers, and the hearing was closed.

CONSIDERATION

The Commission believes this application for a zoning map amendment (C 230128 ZMK), in conjunction with the related application for a zoning text amendment (N 230129 ZRK), is appropriate.

These actions will facilitate the development of a new 11-story, approximately 61,500 square-foot mixed-use building containing approximately 55,100 square feet of residential space, or 60 dwelling units, approximately 15 to 18 of which would be permanently income-restricted, as well as approximately 6,400 square feet of ground floor commercial space. The proposed development would be set at the street line and have a height of approximately 113 feet, with a base height of 63 feet and a 10-foot setback at the seventh floor. The proposed development would feature rooftop recreational space for residents. Parking would be accessed via a driveway fronting on Coney Island Avenue to a sub-cellar parking garage.

The Commission believes the proposed density, height, and mix of uses permitted by the proposed R7D/C2-4 (OP) district is appropriate at this location. The existing zoning districts were mapped in 1961 and have prohibited growth in along Coney Island Avenue, a major north-south commercial corridor, and the surrounding area. The existing R4 zoning district restricts new residential development to a maximum FAR of 1.5 and height of 45 feet, and the existing C8-1 district does not allow new residential development. These zoning districts are not reflective of the existing conditions on Coney Island Avenue, which include non-complying mixed-use residential and commercial buildings within the project area, or the potential for growth on a corridor that can accommodate additional density. The R7D/C2-4 (OP) district will allow a moderate increase in height and density in relation to the existing land uses in the area, which include six-story multi-family apartment buildings, and is appropriate along wide streets and prominent corridors, such as Coney island Avenue

The proposed R7D/C2-4 (OP) district is appropriate because it would be consistent with the residential and mixed-use ground-floor commercial uses concentrated along Coney Island Avenue, as well as Avenue V and Gravesend Neck Road in the surrounding area. The current C8-1 district is a heavy general services commercial district that facilitates large-scale

commercial and automotive uses while the C2-4 overlay will facilitate a variety of local retail uses and ensure an active and pedestrian-friendly streetscape along Coney Island Avenue with services for existing and future residents. A vibrant streetscape and public realm will help address some of the safety and aesthetic concerns of the local community.

The Commission finds the location to be well-suited for additional density facilitated by the R7D/C2-4 (OP) as it is situated on a wide street with transit accessibility. The project area is served by two bus lines within one block, the Q train within one half mile, and the F train within two-thirds of a mile. Both subway lines deliver direct service to job centers in Downtown Brooklyn and Lower Manhattan in about 35 to 45 minutes, respectively.

The Commission also believes that the applicant's proposed zoning text amendment (N 230129 ZRK) to Appendix F to create a new MIH area is appropriate. The MIH area will ensure that a portion of future development be designated as permanently income-restricted, utilizing either MIH Option 1 or MIH Option 2. Mapping the project site with MIH Options 1 and 2 will ensure that households in need of affordable housing will have options in a neighborhood rich in resources, including strong transit accessibility to job centers and robust mixed-use and commercial activity. This text amendment is in line with the City's affordable housing goals outlined in *Housing Our Neighbors: A Blueprint for Housing and Homelessness* (2022) and *Where We Live* (2020), NYC's Fair Housing policy report which seeks to support increased housing options across all neighborhoods, particularly in areas which have produced little new housing, including new income-restricted housing. From 2014 to 2022, only 138 new income-restricted units at less than 120% AMI have been produced in Community District 15.

The Commission recognizes that, during the public review process, the applicant altered its proposed illustrative design to an eight-story building with 35 dwelling units in response to Community Board concerns. While the Commission appreciates the applicant's attempts to respond to the Community Board's concerns, the Commission believes the initial proposed height and density that correspond with the proposed R7D/C2-4 are appropriate and needed to address the City's housing shortage and population growth.

Regarding off-street parking, the Commission recognizes that the Community Board and Borough President provided differing recommendations regarding parking. While the zoning would only require seven off-street parking spaces, the applicant is proposing 35 off-street parking spaces. Though the Commission is sympathetic to the Borough President's recommendation to reduce the amount of off-street parking, it notes this additional parking is voluntary and it is outside the purview of the Commission to mandate a specific number of off-street spaces outside of existing zoning regulations.

RESOLUTION

RESOLVED, that having considered the Environmental Assessment Statement (EAS), for which a Negative Declaration was issued on November 4, 2024 with respect to this application (CEQR No. 22DCP138K), the City Planning Commission finds that the action described herein will have no significant impact on the environment; and be it further

RESOLVED, that the City Planning Commission, in its capacity as the City Coastal Commission, has reviewed the waterfront aspects of this application and finds that the proposed action is consistent with WRP policies; 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, Section No. 28c, by

1. changing from an R4 District to an R7D District property bounded by a line 150 feet southerly of Avenue V, Coney Island Avenue, a line perpendicular to the westerly street line of Coney Island Avenue distant 300 feet southerly (as measured along the street line) from the point of intersection of the westerly street line of Coney Island Avenue and the southerly street line of Avenue V, and a line 120 feet westerly of Coney Island Avenue;
2. changing from a C8-1 District to an R7D District property bounded by Avenue V, Coney Island Avenue, a line 150 feet southerly of Avenue V, and the southerly centerline prolongation of East 9th Street; and

3. establishing within the proposed R7D District a C2-4 District bounded by Avenue V, Coney Island Avenue, a line perpendicular to the westerly street line of Coney Island Avenue distant 300 feet southerly (as measured along the street line) from the point of intersection of the westerly street line of Coney Island Avenue and the southerly street line of Avenue V, a line 120 feet westerly of Coney Island Avenue, a line 150 feet southerly of Avenue V, and the southerly centerline prolongation of East 9th Street;

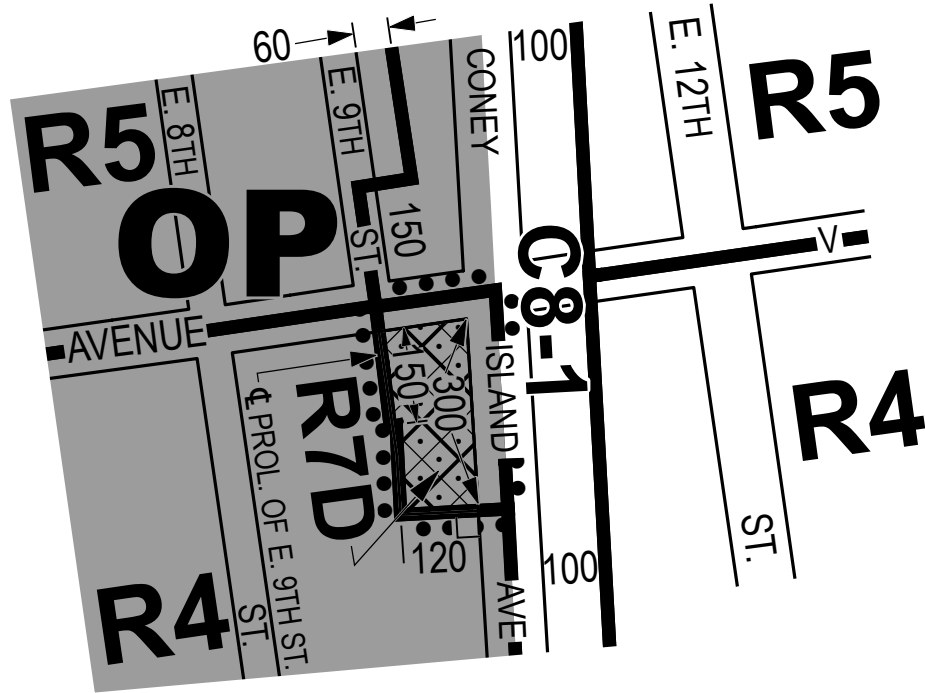
as shown on a diagram (for illustrative purposes only) dated November 4, 2024, and subject to the conditions of CEQR Declaration E-720.

The above resolution (C 230128 ZMK), duly adopted by the City Planning Commission on March 5, 2025 (Calendar No. 10), 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, JUAN CAMILO OSORIO, ALFRED C. CERULLO III, ESQ., ANTHONY W. CROWELL, Esq., JOSEPH I. DOUEK, DAVID GOLD, Esq., RAJU MANN, ORLANDO MARÍN, RAJ RAMPERSHAD *Commissioners*



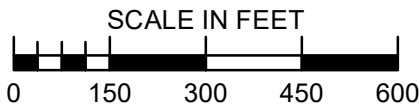
CITY PLANNING COMMISSION
 CITY OF NEW YORK
 DIAGRAM SHOWING PROPOSED
ZONING CHANGE
 ON SECTIONAL MAP

28c
 BOROUGH OF
BROOKLYN






New York, Certification Date:
 November 04, 2024

S. Lenard
 S. Lenard, Director
 Technical Review Division



NOTE:

-  Indicates Zoning District Boundary
-  The area enclosed by the dotted line is proposed to be rezoned by changing existing R4 and C8-1 Districts to an R7D District, and by establishing a C2-4 District within the proposed R7D District.
-  Indicates a C2-4 District



COMMUNITY/BOROUGH BOARD RECOMMENDATION

Project Name: 2510 Coney Island Avenue Rezoning	
Applicant: 2510 CIA LLC	Applicant's Primary Contact: Richard Lobel
Application # 230128ZMK	Borough:
CEQR Number: 22DCP138K	Validated Community Districts: K15

Docket Description:
 IN THE MATTER OF an application submitted by 2510 CIA LLC pursuant to Sections 197-c and 201 of the New York City Charter for an amendment of the Zoning Map, Section No. 28c:
 1. changing from an R4 District to an R7D District property bounded by a line 150 feet southerly of Avenue V, Coney Island Avenue, a line perpendicular to the westerly street line of Coney Island Avenue distant 300 feet southerly (as measured along the street line) from the point of intersection of the westerly street line of Coney Island Avenue and the southerly street line of Avenue V, and a line 120 feet westerly of Coney Island Avenue;
 2. changing from a C8-1 District to an R7D District property bounded by Avenue V, Coney Island Avenue, a line 150 feet southerly of Avenue V, and the southerly centerline prolongation of East 9th Street; and
 3. establishing within the proposed R7D District a C2-4 District bounded by Avenue V, Coney Island Avenue, a line perpendicularly to the westerly street line of Coney Island Avenue distant 300 feet southerly (as measured along the street line) from the point of intersection of the westerly street line of Coney Island Avenue and the southerly street line of Avenue V, a line 120 feet westerly of Coney Island Avenue, a line 150 feet southerly of Avenue V, and the southerly centerline prolongation of East 9th Street;
 as shown on a diagram (for illustrative purposes only) dated November 4, 2024, and subject to the conditions of CEQR Declaration E-720.

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

RECOMMENDATION: Unfavorable			
# In Favor: 3	# Against: 33	# Abstaining: 1	Total members appointed to the board: 37
Date of Vote: 12/17/2024 12:00 AM		Vote Location: Kingsborough Community College 2001 Oriental Boulevard, Room U112, Brooklyn, NY 11235	

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

Date of Public Hearing: 12/17/2024 7:00 PM	
Was a quorum present? Yes	<i>A public hearing requires a quorum of 20% of the appointed members of the board but in no event fewer than seven such members</i>
Public Hearing Location:	Kingsborough Community College 2001 Oriental Boulevard, Room U112, Brooklyn, NY 11235

CONSIDERATION: The Board representing area residents are opposed to the rezoning of a commercially zoned area to residential use. Coney Island Avenue is a congested thoroughfare with heavy truck traffic and a building of this magnitude would only exasperate these conditions. Directly across from this proposal is a school that has enrollment of thousands of young students who would be in jeopardy with this residential addition adding to the congestion. A petition from over 100 neighboring residents was submitted to the Board and on file at the Board's Office.

Recommendation submitted by	BK CB15	Date: 12/30/2024 8:46 AM
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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

2510 CONEY ISLAND AVENUE REZONING – C230128ZMK N230129ZRK

IN THE MATTER OF a zoning map amendment from R4 (OP) and C8-1 (OP) to R7D/C2-4 (OP) and text amendment to map a Mandatory Inclusionary Housing Area (ZR Appendix F) to facilitate a new 11-story, approximately 61,549 sq ft mixed-use development (containing approximately 55,110 sq ft residential space with 60 DUs and 6,439 sq ft commercial space) being sought by private applicant 2510 CIA LLC at 2510 Coney Island Avenue in Sheepshead Bay, Community District 15, Brooklyn.

BROOKLYN COMMUNITY DISTRICT 15

RECOMMENDATION

APPROVE

APPROVE WITH

MODIFICATIONS/CONDITIONS

DISAPPROVE

DISAPPROVE WITH

MODIFICATIONS/CONDITIONS

RECOMMENDATION FOR: 2510 CONEY ISLAND AVENUE REZONING – C230128ZMK N230129ZRK

The Project Area consists of four lots and two partial lots along Coney Island Avenue. The lots all have commercial uses, with the proposed Development Site currently being used as an auto sales and repair shop. The Project Area is zoned as R4 and C8-1 zoning districts, original to the 1961 Zoning Resolution.

R4 districts are low-density residential districts intended to facilitate a mix of low-rise single-family, two-family, and multi-family buildings. The surrounding area is largely mapped with R4 districts to the south and R5 districts to the north. C8-1 districts are low-density districts that bridge commercial and manufacturing uses and are intended to facilitate automotive and other heavy commercial services. Although the Development Site is currently occupied with an automotive use, it is actually located within the R4 portion of the Project Area, making it non-conforming. The Project Area is across from the Brooklyn Public Library Homecrest branch and the YDE High School for Boys

Coney Island Avenue is a 100-foot-wide corridor characterized by a mix of uses, including two- to six-story residential apartment buildings, mixed-use residential and commercial properties, and retail stores. The surrounding area predominantly comprises one- and two-family homes as well as multifamily apartment buildings to the east and west. Public transit is readily available, with the B68 bus operating along Coney Island Avenue, the B3 bus running along Avenue U, and the Q train stopping at the Neck Road station, six blocks (0.4 miles) east of the project site.

The surrounding area, which includes the neighborhoods of Sheepshead Bay, Gerritsen Beach, and Homecrest, has a median household income of \$65,726, slightly below the borough and city averages. The population is predominantly white (63%) and Asian (20%), both of which exceed borough and city averages. From 2010 to 2023, the number of housing units in Community District 15 increased by 3%, while the population grew by 6%, indicating a shortage between growing demand for housing in the area and new construction.

The Development Site is located in the 500-year flood zone, requiring mitigation measures such as placing commercial space on the ground floor and elevating residential units above the anticipated flood level.

The applicant seeks a zoning map amendment to map an R7D district with a C2-4 commercial overlay and a zoning text amendment to map Mandatory Inclusionary Housing options 1 and 2. This rezoning would facilitate the development of an eight-story, 61,288-square-foot mixed-use building with 35 dwelling units, including 10 income-restricted units. The unit mix includes 26 three-bedroom units, one two-bedroom unit, and eight one-bedroom units. The development would also include approximately 35 parking spaces.

At the time of certification, the applicant proposed an 11-story building with 60 dwelling units and 24 parking spaces. However, following recommendations from Community Board 15, the proposal was revised to reduce the height, the number of units, and to increase the number of parking spaces. This amendment did not require a change to the requested zoning actions.

In December 2024, as part of the “City of Yes for Housing Opportunity” initiative, the New York City Council amended the zoning resolution (Chapter 5, 25-222) to reduce parking requirements in R7D districts located in the outer transit zone to 0.15 parking spaces per dwelling unit. Based on this revision, the proposed development would only be required to provide 3.75 parking spaces. Since this falls below the waiver threshold of 25 spaces, the applicant is exempt from providing any parking under current zoning regulations. Despite the exemption, the applicant has proposed 35 parking spaces, significantly exceeding the requirement.

Borough President Reynoso held a public hearing for this application on Wednesday, January 15, 2025. Seven members of the public testified or submitted written testimony.

Community Board Position

Community Board 15 voted to disapprove this application on December 17, 2024, citing concerns that the development would worsen the traffic on Coney Island Avenue and negatively impact the students who attend the YDE High School for Boys.

Approval Rationale

Borough President Reynoso believes that the proposed actions are appropriate. The proposed R7D district would allow much 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 Borough President believes the proposed C2-4 overlay is appropriate, as the proposed additional residential density would support local retail and restaurants and facilitate the development of a healthy

mixed-use corridor where residents have access to goods, services, and entertainment without needing a car.

However, Borough President Reynoso is concerned about the excessive amount of parking proposed at the Development Site. The Borough President recommends reducing the proposed parking to a maximum of one space per two units as to avoid additional construction costs due to excavating a deeper cellar. The project area is located within a half mile of the Q line and adjacent to two bus lines, and thus the Borough President maintains that a ratio of one parking space per dwelling unit is excessive.

Moreover, the proposed 35 parking spaces significantly increase project costs as they require a deeper cellar level with vehicle stackers and a full-time parking attendant. The Department of City Planning estimates that each underground parking space adds \$67,000 to construction costs and during the Borough President's public hearing, the applicant testified that excavating a deeper cellar level would add approximately \$750,000 to the construction cost of this project in particular. Removing these additional excavation costs would avoid adding additional market pressure on the rents of new dwelling units.

Borough President Reynoso believes that any new development within the Project Area should be given flexibility to respond to actual demand for off-street parking as the area transitions from a lower density automotive corridor to a medium-density mixed-use corridor more appropriate to the widths of Coney Island Avenue and Avenue V and more compatible to nearby residential and community facility uses. The new parking requirements passed under City of Yes for Housing Opportunity provide such flexibility.

The Borough President is sensitive to the perception that this area is not currently configured to accommodate the kind of transit-oriented development proposed by this application. However, the way to mitigate this perception is to plan for higher and mixed-use densities that will create opportunities for car-free trips and obviate the need for personal vehicle ownership. Requiring a one-to-one ratio of parking to dwelling units would instead create a self-fulfilling prophecy where neighborhoods are trapped in car dependent development patterns. As such, Borough President Reynoso recommends that the project require no more than one parking space for every two dwelling units.

Further, Borough President Reynoso recommends that the Department of City Planning undertake a more comprehensive corridor-based analysis of the southern portion of Coney Island Avenue and Avenue V. Both are wide streets with latent potential for transit-oriented development – indeed, there has already been an uptick in ULURP applications along Avenue V to the east. While the Borough President believes that R7D/C2-4 is a reasonable precedent to set for 80-foot and 100-foot-wide streets, a more comprehensive vision for this type of corridor in the Outer Transit Zone could allay concerns that smaller, individual applications appear arbitrary or out-of-character.

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 parking spaces to a maximum of one parking space per two dwelling units.

BE IT FURTHER RESOLVED, that the Department of City Planning articulate a subsequent vision for corridors such as Coney Island Avenue and Avenue V to guide transit-oriented development within the Outer Transit Zone.



January 31, 2025

BROOKLYN BOROUGH PRESIDENT

DATE