

Executive Summary

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The *Neighborhood Profiles* appendix was completed in July, 2011 as a reference source for the *Inner Ring Residential Parking Study*. Some data from this appendix is appear in Chapter 1 of the report, *Study Area Characteristics*.

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INNER
RING

NEIGHBORHOOD
PROFILES

NYC DEPARTMENT
OF CITY PLANNING

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→ INTRODUCTION

What Are Neighborhood Profiles?

The underlying concept of the Inner Ring study is to understand car ownership, utilization, and parking patterns in residential dwelling units across a selection of neighborhoods, and then to develop policies and proposals based upon those understandings.

The “Inner Ring” encircles a core made up of Manhattan Community Districts 1 through 8, for which special parking regulations have been in effect since 1982. (A discussion about how this ring was defined will appear in future components of this study.) The Inner Ring is composed of numerous neighborhoods with a wide variety of building types, zoning, geographies, land uses, and vehicular and transit access.

To get a better sense of the context each of these neighborhoods provides for accessory off-street parking, the study divides the Inner Ring into 23 areas, each comprising a group of ZIP codes roughly approximating neighborhoods with similar characteristics. Each of these “neighborhood profile areas” contains qualitative and quantitative information about their land use, zoning and parking characteristics.

Relevance of Neighborhood Profiles to the Inner Ring Study

The Household Travel Survey will provide a detailed analysis of data obtained from a DCP-authored survey of 1,300 households within the Inner Ring. The Travel Survey covered a wide variety of topics, and provides data on access to motor vehicles, car utilization, presence of children, purpose and location of automobile trips, mode choice, and availability of off-street parking, among other things. The Neighborhood Profiles report can be used to inform the results, which in some cases are broken down by geographic area.

The Built Parking Analysis will provide a detailed study of the relationship between built parking and zoning requirements for parking, and will interpret data obtained from both DCP’s own fieldwork and the Household Travel Survey. This was done to gain a greater understanding of how accessory parking is provided, where it isn’t, and why.

The Bundling Analysis will provide a study of the relationship between the marketing of off-street parking and development – specifically the questions of whether and why off-street parking is “bundled” or included as a part of the cost of renting or buying a dwelling unit. The Neighborhood Profiles report provides a

zoning and land use context to these analyses.

Purpose and Goals of This Report

The Neighborhood Profiles report, then, is designed to provide both a foundation for and a preview of future components of the Inner Ring study. It provides the geographic context and to some degree the physical subdivisions of the Inner Ring which will be used in other parts of this study. It will provide both an overview and specific images of the kinds of recent development taking place throughout the Inner Ring.

→ METHODOLOGY

The following 23 neighborhood profiles – seven in “A” study zones and 16 in “B” study zones – are groupings of one to four ZIP codes. “A” study zones are ZIP codes which are located within ¼ mile of more than one subway corridor, have a low modal split of residents who commute by vehicle, and have a high population density. “B” study zones are ZIP codes located within ½ mile of one subway corridor, and to varying degrees have a higher modal split of residents who commute by vehicle and/or have a somewhat lower population density than “A” zones.

The guiding principle for determining which ZIP codes to group together was that continuous rapid transit and roadway corridors should be kept whole wherever possible. A more detailed explanation follows:

Manhattan

- The three “A” zone neighborhood profile areas are comprised of eight ZIP codes – all of them to some degree or another in Harlem. In general, these profile areas followed a north-south axis, in keeping with the orientation of subway lines through the area.
- The “B” neighborhood profile area in upper Manhattan was easily grouped on a north-south axis. All subway lines, much of the roadway system, and even geographic contours follow and encourage the same logical division.

Bronx

- The “A” zone is made up of all three ZIP codes which met the study’s criteria for “A” zones. This was done to maintain the coherence of the South Bronx’s transportation and civic infrastructure. The “B” neighborhood profile areas in the Bronx were all grouped on north-south axes. All subway lines, much of the

roadway systems, and geographic contours follow and encourage the same logical divisions.

Queens

- Long Island City is the sole “A” zone in Queens, and is comprised of one ZIP code. “B” ZIP codes in Queens were easily grouped into four neighborhood profile areas, three of them largely along transit corridors. The fourth – Middle Village, Ridgewood, Glendale – is made up of two ZIP codes with land use, population density, and automobile utilization substantially different from other neighborhood profile areas in the Inner Ring,

Brooklyn

- The two “A” zones in Brooklyn – Williamsburg and Downtown Brooklyn – comprise one ZIP code each.
- One “B” ZIP code – 11222 (Greenpoint) was profiled separately, since it is sandwiched between two “A” ZIP codes: Williamsburg and Long Island City.
- The rest of Brooklyn’s “B” ZIP codes were largely grouped using the same principle as were applied in the other boroughs, but in some cases, such as in Fort Greene-Prospect Heights (11205, 11238) and in Brownsville-East New York (11207, 11212), this was not possible due to the logical groupings of adjacent ZIP codes. The 11205 and 11238 ZIP codes, however, share similar geographic proximity to Downtown Brooklyn, while 11207 and 11212 follow the contours of the L (Canarsie) and 3 (New Lots) lines.

Each neighborhood profile area contains a land use and zoning map. Some of the boundaries do not line up perfectly with the actual ZIP codes in each neighborhood profile area. The boundaries in this report are consistent with the U.S. Census Bureau-defined ZIP Code Tabulation Areas, which differ in some cases with the boundaries used by the United States Postal Service.

Each neighborhood profile contains brief summaries of common housing types within its borders, major commercial corridors, major parks and recreational facilities, and cultural attractions – especially those which are potential traffic generators.

Also included are overviews of each profile area’s major zoning districts, and major rezonings since 1996. The significance of each rezoning is briefly explained, and a summary of the major elements of the rezoning is included. Summaries of the major land use and accessory parking requirements of the relevant districts are in-

cluded in the “Descriptions of Major Zoning Districts within the Inner Ring” chapter which follows this Introduction.

Five charts and tables per neighborhood profile area are also included:

- A summary table of demographic and socioeconomic characteristics;
- A table showing total residential units within each profile area, the amount of units built from 2000 and 2008, the proportion of total units within that profile area built during those years, and comparisons to the rates of new residential construction for other parts of the Inner Ring;
- A chart displaying the shares of residential units by building size;
- A chart showing residential building construction by age, and
- A table showing vehicular registrations by housing subsidy type. The first category, “All Other Housing,” includes publicly subsidized housing not included in the New York City Department of Housing Preservation and Development (HPD) database, either because the subsidy came from a program not administered by HPD, or because the subsidy was provided by HPD in a year earlier than those covered by the database. In addition, it is important to note that DMV registration data does not include New York City residents who register their vehicles out-of-state. This is believed to be common in some parts of the city, particularly Brooklyn, due to high insurance costs.

For purposes of comparison, a table summarizing data by borough, zone type and for the entire Inner Ring has been included as an Appendix.

As will become evident in subsequent Inner Ring reports (to be issued later this year as part of the same overall project), significant emphasis was placed upon learning about what the relationship is between a) new residential development, b) legally required accessory off-street parking for these developments, c) the amount of parking actually provided, and d) motor vehicle access and utilization. The study analyzes development for the period January 1, 1998 through December 31, 2008. Since it often takes at least a couple of years to go from concept to completion of a residential building, the Neighborhood Profiles report reviews major rezonings back to 1996.

The relationships between land use and accessory parking in new residential developments is also important because until 1938, off-street residential parking was only permitted in garages physically separated from dwellings. In practice this usually meant apartment buildings lacked off-street parking and that only free-stand-

ing homes or small walkups had dedicated parking on their properties¹. A significant fraction of residential units in New York City's Inner Ring almost 75 years later still dates from 1938 or earlier. Most residents in these buildings who own cars park on the street, or in off-street parking on lots other than the one that includes their residence. This is true, as well, for many residents of post-1938 buildings that do not provide off-street parking, or parking equal in amount to the numbers of cars owned by residents.

It is also important to note that, **since the endpoint of the Inner Ring's study period is December 2008, all subway route names in this report were accurate at that time.** Since then, significant route changes and budget-related service reductions have occurred throughout MTA New York City Transit; some services shown in this report have either disappeared or been changed.

¹ Department of City Planning, City of New York, Residential Parking Study: Automobile Ownership Rates and Off-Street Parking Requirements In Portions of New York City: Manhattan CDs 9-12, the Bronx, Queens and pp. 21-22 (March 2009)



DESCRIPTIONS OF MAJOR ZONING DISTRICTS WITHIN THE INNER RING

What follows are summaries of the zoning designations within the Inner Ring which occupy at least 5 percent of at least one neighborhood profile area's developable land. Emphasis is given to the parking requirements for each district¹.

C4-2A

R6A districts are the residential equivalents of C4-2A districts. A minimum of .70 off-street parking spaces are required for market-rate housing. Publicly subsidized housing in these districts has a minimum off-street parking requirement of .39 spaces per dwelling unit. For zoning lots of 10,000 square feet or less, the required minimum off-street parking is reduced to .50 per unit. The required minimum off-street parking ratio for senior citizen-designated housing in these districts is .16. The accessory parking requirement is waived if five or fewer spaces are required for a building.

¹ The descriptions of zoning districts in this document are accurate as of the study period. NYCDCP has since developed a Key Terms Zoning Text Amendment, which among other things standardizes residential parking provisions so that there is no difference between residence districts and their commercial equivalents. The amendment was enacted on February 2, 2011. A more complete description of this text amendment can be found on the DCP website.

C4-3

R6 districts are the residential equivalents of C4-3 districts. A minimum of .70 off-street parking spaces are required for market-rate housing. Publicly subsidized housing in these districts has a minimum off-street parking requirement of .39 spaces per dwelling unit. For zoning lots of 10,000 square feet or less, the required minimum off-street parking is reduced to .50 per unit. The required minimum off-street parking ratio for senior citizen-designated housing in these districts is .16. The accessory parking requirement is waived if five or fewer parking spaces are required for a building.

C4-3A

Provisions are identical to C4-2A.

C4-4

R7-2 districts are the residential equivalents of C4-4 districts. A minimum of .50 off-street parking spaces are required for market-rate housing. Publicly subsidized housing in these districts has a minimum off-street parking requirement of .39 spaces per dwelling unit. For zoning lots of 10,000 square feet or less, the required minimum off-street parking is waived. For zoning lots of 10,001 to 15,000 square feet, the required minimum off-street parking is reduced to .30 per unit. The required minimum off-street parking ratio for senior citizen-designated housing in these districts is .16. The accessory parking requirement is waived if 15 or fewer parking spaces are required for a building.

C4-4A

R7A districts are the residential equivalents of C4-4A districts. A minimum of .50 off-street parking spaces are required for market-rate housing. Publicly subsidized housing in these districts has a minimum off-street parking requirement of .30 spaces per dwelling unit. For zoning lots of 10,000 square feet or less, the required minimum off-street parking is waived. For zoning lots of 10,001 to 15,000 square feet, the required minimum off-street parking is reduced to .30 per unit. The required minimum off-street parking ratio for senior citizen-designated housing in these districts is .125. The accessory parking requirement is waived if 15 or fewer parking spaces are required for a building.

C4-4D

R8A districts are the residential equivalents of C4-4D districts. A minimum of .50 off-street parking spaces are required for market-rate housing. Publicly subsidized housing in these districts has a minimum off-street parking requirement of .30

feet, the required minimum off-street parking is reduced to .20 per unit. The required minimum off-street parking ratio for senior citizen-designated housing in these districts is .10. The accessory parking requirement is waived if 15 or fewer parking spaces are required for a building.

C6-3

R9 districts are the residential equivalents of C6-3 districts. A minimum of .40 off-street parking spaces are required for market-rate housing. Publicly subsidized housing in these districts has a minimum off-street parking requirement of .30 spaces per dwelling unit. For zoning lots of 10,000 square feet or less, the required minimum off-street parking is waived. For zoning lots of 10,001 to 15,000 square feet, the required minimum off-street parking is reduced to .20 per unit. The required minimum off-street parking ratio for senior citizen-designated housing in these districts is .10. The accessory parking requirement is waived if 15 or fewer parking spaces are required for a building.

C6-3D

R9D districts are the residential equivalents of C6-3D districts. A minimum of .40 off-street parking spaces are required for market-rate housing. Publicly subsidized housing in these districts has a minimum off-street parking requirement of .30 spaces per dwelling unit. For zoning lots of 10,000 square feet or less, the required minimum off-street parking is waived. For zoning lots of 10,001 to 15,000 square feet, the required minimum off-street parking is reduced to .20 per unit. The required minimum off-street parking ratio for senior citizen-designated housing in these districts is .10. The accessory parking requirement is waived if 15 or fewer parking spaces are required for a building.

C6-4

R10 districts are the residential equivalents of C4-4 districts. A minimum of .40 off-street parking spaces are required for market-rate housing. Publicly subsidized housing in these districts has a minimum off-street parking requirement of .30 spaces per dwelling unit. For zoning lots of 10,000 square feet or less, the required minimum off-street parking is waived. For zoning lots of 10,001 to 15,000 square feet, the required minimum off-street parking is reduced to .20 per unit. The required minimum off-street parking ratio for senior citizen-designated housing in these districts is .16. The accessory parking requirement is waived if 15 or fewer parking spaces are required for a building.

C6-4.5

R10 districts are the residential equivalents of C6-4.5 districts. A minimum of .40 off-street parking spaces are required for market-rate housing. Publicly subsidized housing in these districts has a minimum off-street parking requirement of .30 spaces per dwelling unit. For zoning lots of 10,000 square feet or less, the required minimum off-street parking is waived. For zoning lots of 10,001 to 15,000 square feet, the required minimum off-street parking is reduced to .20 per unit. The required minimum off-street parking ratio for senior citizen-designated housing in these districts is .10. The accessory parking requirement is waived if 15 or fewer parking spaces are required for a building.

M1-2

Residential development in an M1-2 district is not permitted.

M1-4

Residential development in an M1-4 district is not permitted.

M1-2/R6A

This Mixed Use District allows residential development. R6A residential zone off-street parking regulations govern this district, unless otherwise specified. R6A is a mandatory Quality Housing district characterized by six- to seven-story apartment buildings which fit in with the surrounding built context. A minimum of .50 off-street parking spaces are required per market-rate dwelling unit. Publicly subsidized housing in these districts has a minimum off-street parking requirement of .39 spaces per dwelling unit. The required minimum off-street parking ratio for senior citizen-designated housing in these districts is .16. The accessory parking requirement is waived if five or fewer parking spaces are required for a building.

M1-4/R6B

This Mixed Use District allows residential development. R6B residential zone off-street parking regulations govern this district, unless otherwise specified. R6B is a mandatory Quality Housing district characterized by four-story rowhouses and four- to five-story apartment buildings. A minimum of .50 off-street parking spaces are required per market-rate dwelling unit. Publicly subsidized housing in these districts has a minimum off-street parking requirement of .39 spaces per dwelling unit. The required minimum off-street parking ratio for senior citizen-designated housing in these districts is .16. Lots less than 40 feet wide are exempt from providing any off-street parking. The accessory parking requirement is waived if five or fewer parking spaces are required for a building.

M1-5/R7-3

This Mixed Use District allows residential development. R7-3 residential zone off-street parking regulations govern this district, unless otherwise specified. A minimum of .50 off-street parking spaces is required for market-rate housing. Publicly subsidized housing in these districts has a minimum off-street parking requirement of .30 spaces per dwelling unit. The required minimum off-street parking ratio for senior citizen-designated housing in these districts is .125. For zoning lots of 10,000 square feet or less, the required minimum off-street parking is waived. For zoning lots of 10,001 to 15,000 square feet, the required minimum off-street parking is reduced to .30 per unit. The accessory parking requirement is waived if 15 or fewer parking spaces are required for a building.

M1-5/R9

This Mixed Use District allows residential development. R9 residential zone off-street parking regulations govern this district, unless otherwise specified. For R9 districts, a minimum of .40 off-street parking spaces are required per market-rate dwelling unit. Publicly subsidized housing in these districts has a minimum off-street parking requirement of .30 spaces per dwelling unit. The required minimum off-street parking ratio for senior citizen-designated housing in these districts is .10. For zoning lots of 10,000 square feet or less, the required minimum off-street parking is waived. For zoning lots of 10,001 to 15,000 square feet, the required minimum off-street parking is reduced to .20 per unit. The accessory parking requirement is waived if 15 or fewer parking spaces are required for a building.

R1-2

R1-2 districts only allow development of large, single-family detached houses. A minimum of 1.00 off-street parking space is required per market-rate dwelling unit.

R2

R2 districts only allow development of single-family detached houses. A minimum of 1.00 off-street parking space is required per market-rate dwelling unit.

R3-1

R3-1 districts allow development of one- and two-unit semi-detached residences, along with single-family detached houses. A minimum of 1.00 off-street parking space is required per market-rate dwelling unit.

R3-2

R3-2 districts only allow development of several relatively low-density housing

types, such as small multi-family apartment houses and one- and two-unit attached, semi-detached or detached buildings. A minimum of 1.00 off-street parking space is required per market-rate dwelling unit. Publicly subsidized housing in these districts has a minimum off-street parking requirement of .80 spaces per dwelling unit.

R3X

R3X districts only allow development of one- and two-unit detached houses. A minimum of 1.00 off-street parking space is required per market-rate dwelling unit.

R4

R4 districts allow the development of similar low-density housing types as R3-2 districts do (small multi-family apartment houses and one- and two-unit attached, semi-detached or detached buildings), but at slightly higher densities. A minimum of 1.00 off-street parking space is required per market-rate dwelling unit. Publicly subsidized housing in these districts has a minimum off-street parking requirement of .80 spaces per dwelling unit. The required minimum off-street parking ratio for senior citizen-designated housing in these districts is .35.

R4 Infill districts allow the development of higher-density housing than is allowed under standard R4 district regulations, typically resulting in small multifamily apartment houses and two- to three-story attached or semi-detached buildings. R4 Infill is permitted in “predominantly built-up areas,” which are blocks up to 4 acres in size located entirely within an R4 district (no suffix). Fifty percent or more of the area of these blocks must already be developed². A minimum of .66 off-street parking spaces are required per market-rate dwelling unit. Publicly subsidized housing in these districts has a minimum off-street parking requirement of .80 spaces per dwelling unit. The required minimum off-street parking ratio for senior citizen-designated housing in these districts is .35.

R4-1

R4-1 districts allow the development of one- and two-family detached and semi-detached buildings. A minimum of 1.00 off-street parking space is required per market-rate dwelling unit. Lots less than 25 feet wide are exempt from providing any off-street parking.

² See Section 12-10 of the Zoning Resolution. Commercial districts mapped within such R4 and R5 districts are permitted. No single development can exceed 1.5 acres.

R4A

R4A districts allow development of one- and two-unit detached houses. A minimum of 1.00 off-street parking space is required per dwelling unit. The accessory parking requirement is waived if only one parking space is required for a building.

R4B

R4B districts are predominantly comprised of rowhouses of one and two units, but also permit detached and semi-detached buildings. A minimum of 1.00 off-street parking space is required per dwelling unit. Lots less than 40 feet wide are exempt from providing any off-street parking. The accessory parking requirement is waived if only one parking space is required for a building.

R5

R5 districts allow the development of three-story attached houses and small apartment buildings. A minimum of .85 off-street parking spaces are required per market-rate dwelling unit. Publicly subsidized housing in these districts has a minimum off-street parking requirement of .70 spaces per dwelling unit. The required minimum off-street parking ratio for senior citizen-designated housing in these districts is .315.

R5 Infill districts allow the development of higher-density housing than is allowed under standard R5 district regulations, typically resulting in small multifamily apartment houses and three-story attached or semi-detached buildings. R5 Infill is permitted in “predominantly built-up areas,” which are blocks up to 4 acres in size located entirely within an R5 or C4-1 district. Fifty percent or more of the area of these blocks must already be developed.³ A minimum of .66 off-street parking spaces are required per market-rate dwelling unit. Publicly subsidized housing in these districts has a minimum off-street parking requirement of .66 spaces per dwelling unit. The required minimum off-street parking ratio for senior citizen-designated housing in these districts is .315.

R5A

R5A districts allow development of one- and two-unit detached houses at somewhat higher densities than R4A districts. A minimum of 1.00 off-street parking space is required per dwelling unit.

R5B

R5B districts are primarily mapped in areas with three-story rowhouses, though they also permit detached and semi-detached buildings. A minimum of .66 off-street parking spaces are required per both market-rate and publicly assisted dwelling units. The required minimum off-street parking ratio for senior citizen-designated housing in these districts is .315. Lots less than 40 feet wide are exempt from providing any off-street parking. The accessory parking requirement is waived if only one parking space is required for a building.

R5D

R5D districts allow medium-density, multifamily rowhouses of up to four stories. A minimum of .66 off-street parking spaces are required per both market-rate and publicly assisted dwelling units. Publicly subsidized housing in these districts has a minimum off-street parking requirement of .55 spaces per dwelling unit. The required minimum off-street parking ratio for senior citizen-designated housing in these districts is .225. The accessory parking requirement is waived if only one parking space is required for a building.

R6

Residential construction in R6 districts can be guided by either height factor or Quality Housing regulations. For Quality Housing, a minimum of .50 off-street parking spaces are required per market-rate unit. Publicly subsidized housing in these districts has a minimum off-street parking requirement of .39 spaces per dwelling unit. The required minimum off-street parking ratio for senior citizen-designated housing in these districts is .16. The accessory parking requirement is waived if five or fewer parking spaces are required for a building.

Height Factor buildings, which tend to be taller with less lot coverage, have different accessory parking requirements: a minimum of .70 off-street parking spaces are required per market-rate unit, but this requirement is lowered to .50 if the zoning lot is 10,000 square feet or less. Publicly subsidized housing in these districts has a minimum off-street parking requirement of .45 spaces per dwelling unit. The required minimum off-street parking ratio for senior citizen-designated housing in these districts is .225. The accessory parking requirement is waived if five or fewer parking spaces are required for a building.

R6A

R6A is a mandatory Quality Housing district characterized by six- to seven-story apartments. A minimum of .50 off-street parking spaces are required per market-

³ See Section 12-10 of the Zoning Resolution. Commercial districts mapped within such R4 and R5 districts are permitted. No single development can exceed 1.5 acres.

rate dwelling unit. Publicly subsidized housing in these districts has a minimum off-street parking requirement of .39 spaces per dwelling unit. The required minimum off-street parking ratio for senior citizen-designated housing in these districts is .16. The accessory parking requirement is waived if five or fewer parking spaces are required for a building.

R6B

R6B is a mandatory Quality Housing district characterized by four-story rowhouses and four- to five-story apartment buildings. A minimum of .50 off-street parking spaces are required per market-rate dwelling unit. Publicly subsidized housing in these districts has a minimum off-street parking requirement of .39 spaces per dwelling unit. The required minimum off-street parking ratio for senior citizen-designated housing in these districts is .16. Lots less than 40 feet wide are exempt from providing any off-street parking. The accessory parking requirement is waived if five or fewer parking spaces are required for a building.

R7-1

Residential construction in R7-1 districts can be guided by either height factor or Quality Housing regulations. For Quality Housing, a minimum of .50 off-street parking spaces are required per market-rate unit. Publicly subsidized housing in these districts has a minimum off-street parking requirement of .30 spaces per dwelling unit. The required minimum off-street parking ratio for senior citizen-designated housing in these districts is .125. For zoning lots of 10,000 square feet or less, the required minimum off-street parking is reduced to .30 spaces per unit. The accessory parking requirement is waived if five or fewer parking spaces are required for a building.

Height Factor buildings, which tend to be taller with less lot coverage, have different accessory parking requirements: a minimum of .60 off-street parking spaces are required for market-rate units, but this requirement is lowered to .30 if the zoning lot is 10,000 square feet or less⁴. Publicly subsidized housing in these districts has a minimum off-street parking requirement of .55 spaces per dwelling unit. The required minimum off-street parking ratio for senior citizen-designated housing in these districts is .125. The accessory parking requirement is waived if five or fewer parking spaces are required for a building.

⁴ In some areas beyond the scope of this study (Lower Density Growth Management Areas and Bronx CD10), the requirement is lowered to .50 for lot sizes of 10,000 square feet or less.

R7-2

Residential construction in R7-2 districts can be guided by either height factor or Quality Housing regulations. Quality Housing, which is characterized by more contextual, shorter buildings with greater lot coverage, is assumed for this district. A minimum of .50 off-street parking spaces is required for market-rate housing. Publicly subsidized housing in these districts has a minimum off-street parking requirement of .30 spaces per dwelling unit. The required minimum off-street parking ratio for senior citizen-designated housing in these districts is .125. For zoning lots of 10,000 square feet or less, the required minimum off-street parking is waived. For zoning lots of 10,001 to 15,000 square feet, the required minimum off-street parking is reduced to .30 spaces per unit. The accessory parking requirement is waived if 15 or fewer parking spaces are required for a building.

Height Factor buildings, which tend to be taller with less lot coverage, have identical accessory parking requirements.

R7A

R7A is a mandatory Quality Housing district characterized by seven- to eight-story apartment buildings which fit in with the surrounding built context. A minimum of .50 off-street parking spaces are required per market-rate dwelling unit. Publicly subsidized housing in these districts has a minimum off-street parking requirement of .30 spaces per dwelling unit. The required minimum off-street parking ratio for senior citizen-designated housing in these districts is .125. For zoning lots of 10,000 square feet or less, the required minimum off-street parking is reduced to .30 spaces per unit. The accessory parking requirement is waived if 15 or fewer parking spaces are required for a building.

R7B

R7B is a mandatory Quality Housing district characterized by six- to seven-story rowhouses and four- to five-story apartment buildings. A minimum of .50 off-street parking spaces are required per market-rate dwelling unit. Publicly subsidized housing in these districts has a minimum off-street parking requirement of .39 spaces per dwelling unit. The required minimum off-street parking ratio for senior citizen-designated housing in these districts is .125. Lots less than 40 feet wide are exempt from providing any off-street parking. The accessory parking requirement is waived if five or fewer parking spaces are required for a building.

R7D

R7D is a mandatory Quality Housing district characterized by buildings of up to 100 feet tall. A minimum of .50 off-street parking spaces are required per market-rate

dwelling unit. Publicly subsidized housing in these districts has a minimum off-street parking requirement of .30 spaces per dwelling unit. The required minimum off-street parking ratio for senior citizen-designated housing in these districts is .125. For zoning lots of 10,000 square feet or less, the required minimum off-street parking is reduced to .30 spaces per unit. The accessory parking requirement is waived if 15 or fewer parking spaces are required for a building.

R7X

R7D is a mandatory Quality Housing district characterized by buildings of up to 125 feet tall. A minimum of .50 off-street parking spaces are required per market-rate dwelling unit. Publicly subsidized housing in these districts has a minimum off-street parking requirement of .30 spaces per dwelling unit. The required minimum off-street parking ratio for senior citizen-designated housing in these districts is .125. For zoning lots of 10,000 square feet or less, the required minimum off-street parking is reduced to .30 spaces per unit. The accessory parking requirement is waived if 15 or fewer parking spaces are required for a building.

R8

Residential construction in R8 districts can be guided by either height factor or Quality Housing regulations. For Quality Housing, which is characterized by more contextual, shorter buildings with greater lot coverage, a minimum of .40 off-street parking spaces is required for market-rate housing. Publicly subsidized housing in these districts has a minimum off-street parking requirement of .30 spaces per dwelling unit. The required minimum off-street parking ratio for senior citizen-designated housing in these districts is .10. For zoning lots of 10,000 square feet or less, the required minimum off-street parking is waived. For zoning lots of 10,001 to 15,000 square feet, the required minimum off-street parking is reduced to .20 per unit. The accessory parking requirement is waived if 15 or fewer parking spaces are required for a building.

Height Factor buildings, which tend to be taller with less lot coverage, have identical accessory parking requirements.

R8A

R8A is a mandatory Quality Housing district characterized by buildings of up to 120 feet tall. A minimum of .40 off-street parking spaces are required per market-rate dwelling unit. Publicly subsidized housing in these districts has a minimum off-street parking requirement of .30 spaces per dwelling unit. The required minimum off-street parking ratio for senior citizen-designated housing in these districts is .10.

For zoning lots of 10,000 square feet or less, the required minimum off-street parking is waived. For zoning lots of 10,001 to 15,000 square feet, the required minimum off-street parking is reduced to .20 spaces per unit. The accessory parking requirement is waived if 15 or fewer parking spaces are required for a building.

R8B

R8B is a mandatory Quality Housing district characterized by six- to seven-story rowhouses. A minimum of .50 off-street parking spaces are required per market-rate dwelling unit, except in Brooklyn, where the minimum is .40. Publicly subsidized housing in these districts has a minimum off-street parking requirement of .30 spaces per dwelling unit. The required minimum off-street parking ratio for senior citizen-designated housing in these districts is .10. Lots less than 40 feet wide are exempt from providing any off-street parking. The accessory parking requirement is waived if 15 or fewer parking spaces are required for a building.

R8X

R8A is a mandatory Quality Housing district characterized by buildings of up to 150 feet tall. A minimum of .40 off-street parking spaces are required per market-rate dwelling unit. Publicly subsidized housing in these districts has a minimum off-street parking requirement of .30 spaces per dwelling unit. The required minimum off-street parking ratio for senior citizen-designated housing in these districts is .10. For zoning lots of 10,000 square feet or less, the required minimum off-street parking is waived. For zoning lots of 10,001 to 15,000 square feet, the required minimum off-street parking is reduced to .20 spaces per unit. The accessory parking requirement is waived if 15 or fewer parking spaces are required for a building.

R9A

R9A is a mandatory Quality Housing district characterized by buildings of up to 145 feet tall. A minimum of .40 off-street parking spaces are required per market-rate dwelling unit. Publicly subsidized housing in these districts has a minimum off-street parking requirement of .30 spaces per dwelling unit. The required minimum off-street parking ratio for senior citizen-designated housing in these districts is .10. For zoning lots of 10,000 square feet or less, the required minimum off-street parking is waived. For zoning lots of 10,001 to 15,000 square feet, the required minimum off-street parking is reduced to .20 spaces per unit. The accessory parking requirement is waived if 15 or fewer parking spaces are required for a building.

R10

R10 districts allow the highest residential densities possible in the city. A minimum of .40 off-street parking spaces are required per market-rate dwelling unit. Publicly subsidized housing in these districts has a minimum off-street parking requirement of .30 spaces per dwelling unit. The required minimum off-street parking ratio for senior citizen-designated housing in these districts is .10. For zoning lots of 10,000 square feet or less, the required minimum off-street parking is waived. For zoning lots of 10,001 to 15,000 square feet, the required minimum off-street parking is reduced to .20 spaces per unit. The accessory parking requirement is waived if 15 or fewer parking spaces are required for a building.



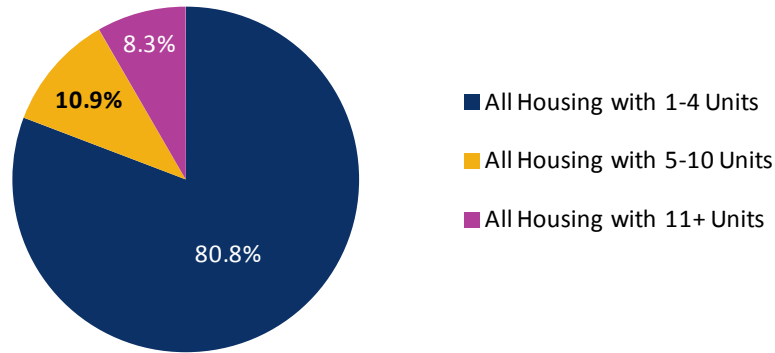
INNER RING



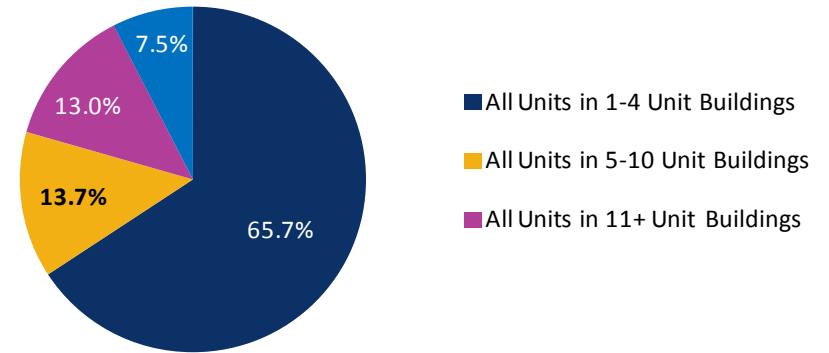
STUDYWIDE

This first series of charts provide an overview of several housing, demographic and socioeconomic characteristics of the entire Inner Ring study area.

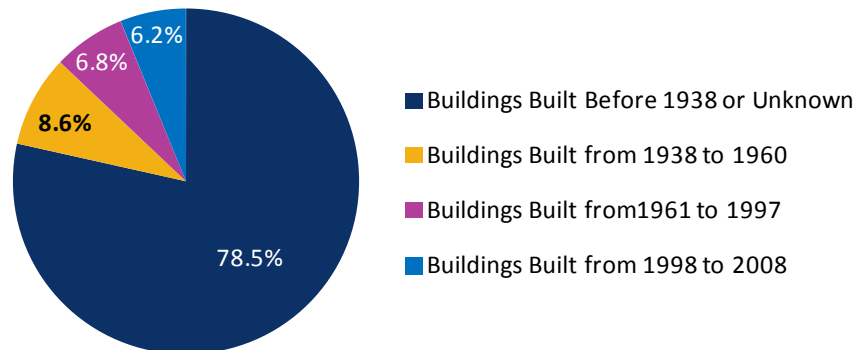
**Total Buildings by Quantity of Dwelling Units,
Inner Ring Study Area**
(n=197,503)



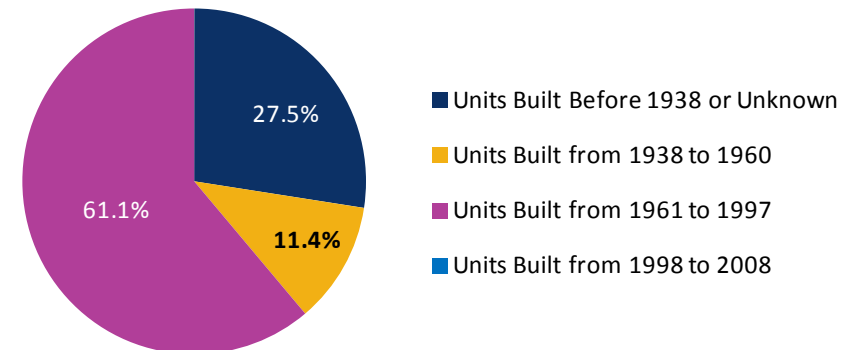
**Total Dwelling Units by Building Size,
Inner Ring Study Area**
(n=1,267,906)



**Total Buildings by Age,
Inner Ring Study Area**
(n=197,503)

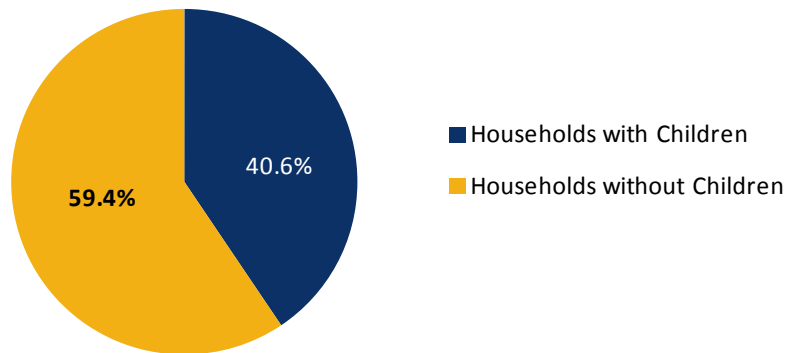


**Total Dwelling Units by Age,
Inner Ring Study Area**
(n=1,267,906)



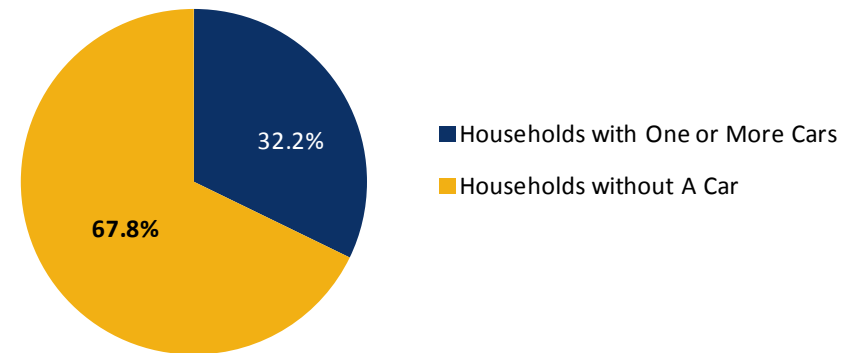
Total Households with Children, Inner Ring Study Area (2000)

(n=1,117,258)



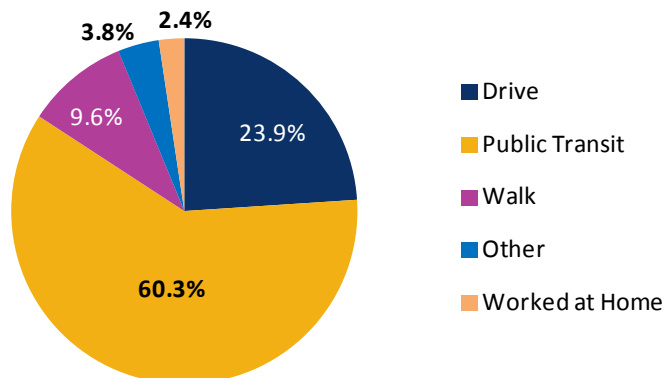
Total Households with At Least One Car, Inner Ring Study Area (2000)

(n=1,118,737)



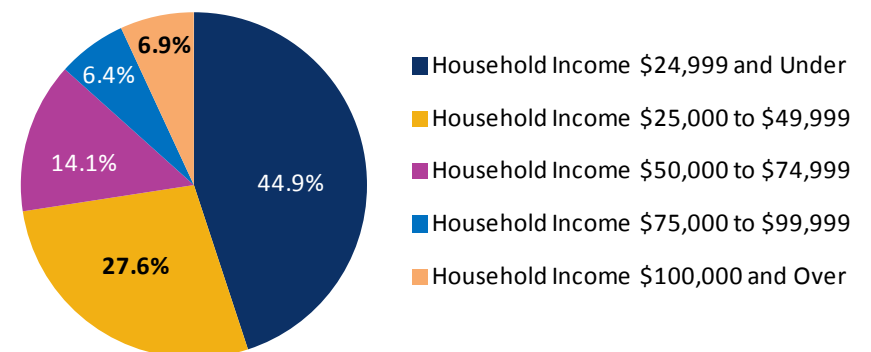
Total Journey-to-Work Mode Split, Inner Ring Study Area (2000)

(n=1,105,702)



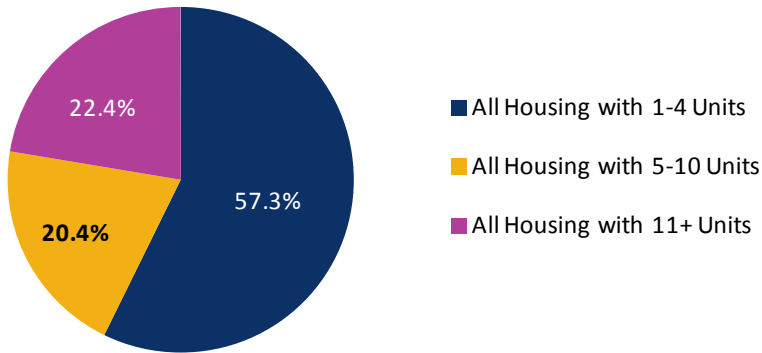
Household Income, Inner Ring Study Area (1999)

(n=1,187,238)



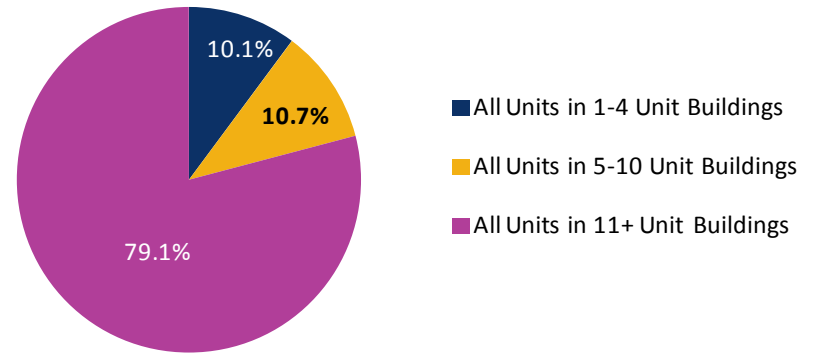
Total Buildings by Quantity of Dwelling Units, Inner Ring A Zones

(n=19,905)



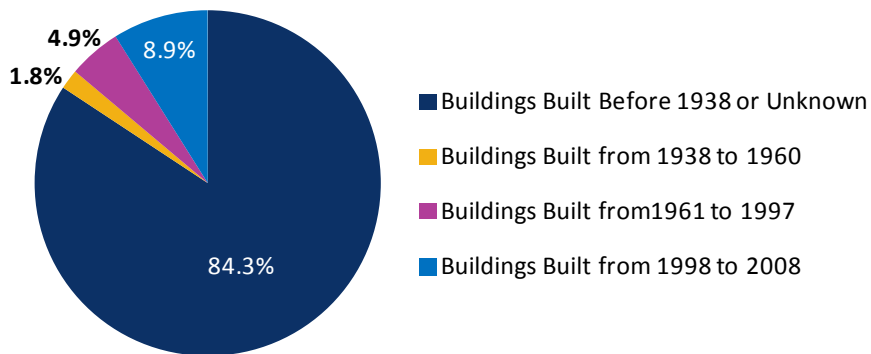
Total Dwelling Units by Building Size, Inner Ring A Zones

(n=279,718)



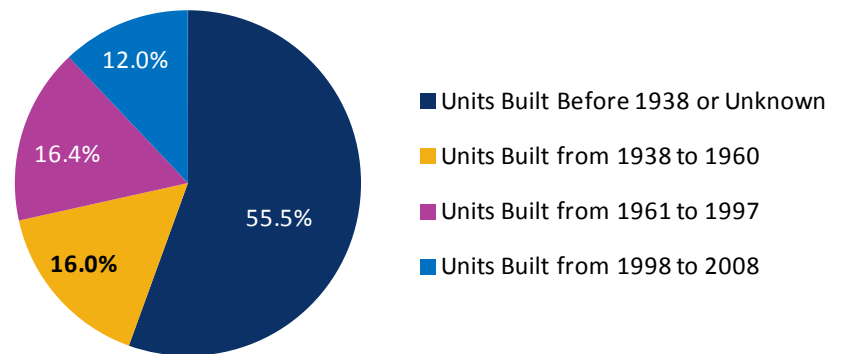
Total Buildings by Age, Inner Ring A Zones

(n=19,905)



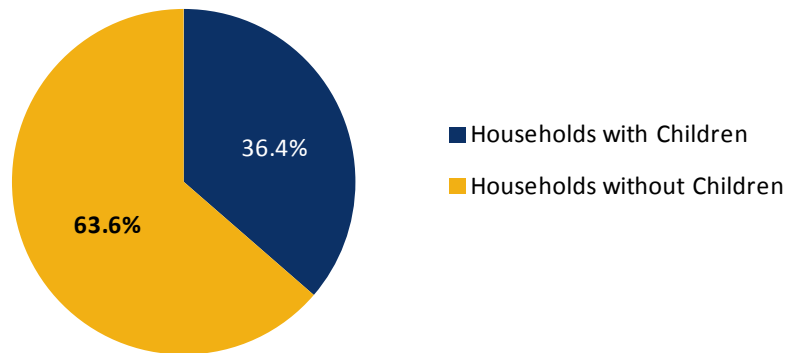
Total Dwelling Units by Age, Inner Ring A Zones

(n=279,718)



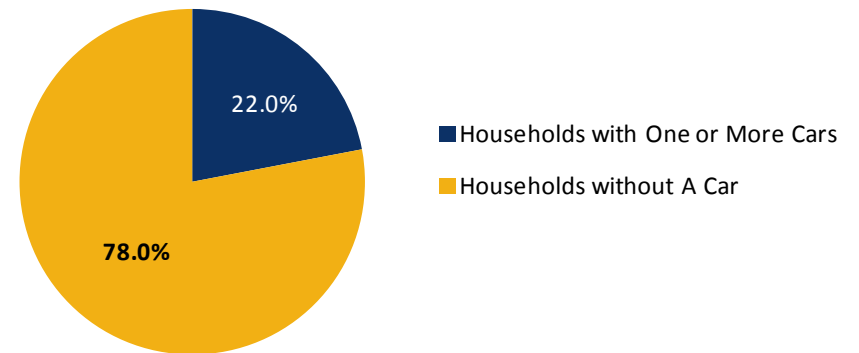
Total Households with Children, Inner Ring A Zones (2000)

(n=219,355)



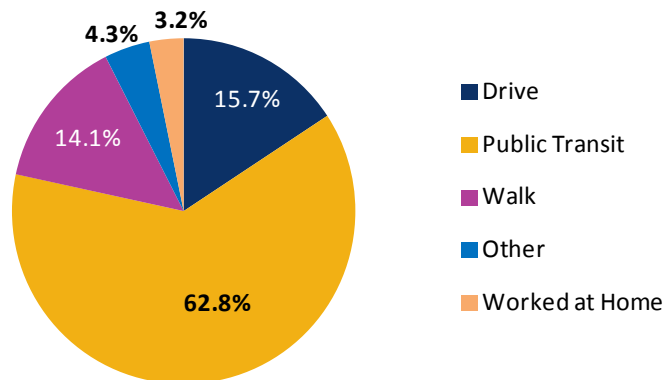
Total Households with At Least One Car, Inner Ring A Zones (2000)

(n=219,665)



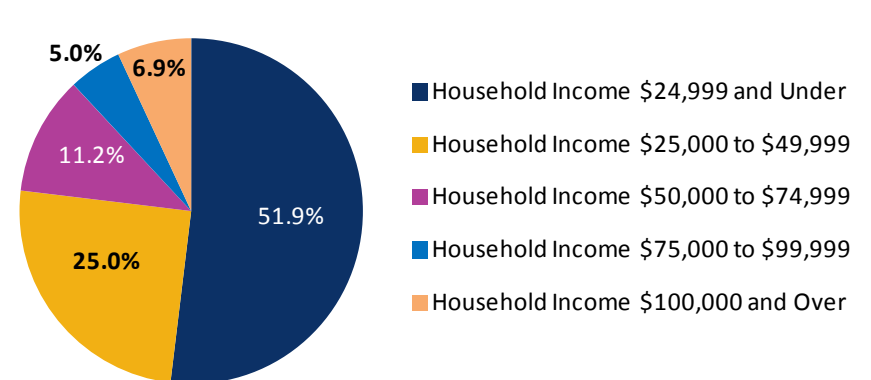
Total Journey-to-Work Mode Split, Inner Ring A Zones (2000)

(n=183,324)



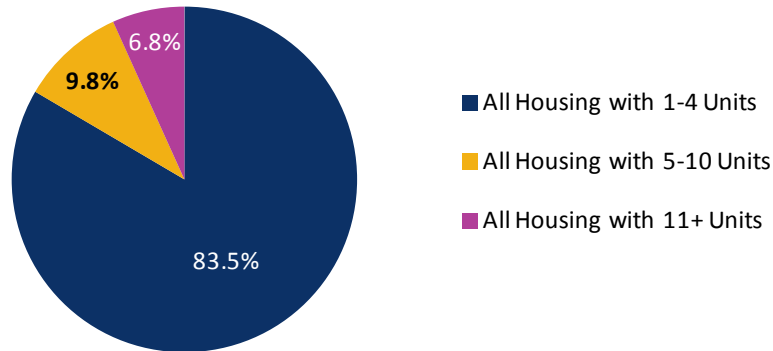
Household Income, Inner Ring A Zones (1999)

(n=219,816)



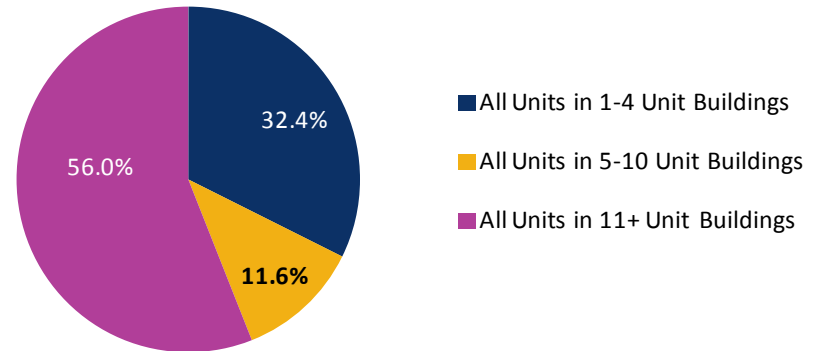
Total Buildings by Quantity of Dwelling Units, Inner Ring B Zones

(n=177,598)



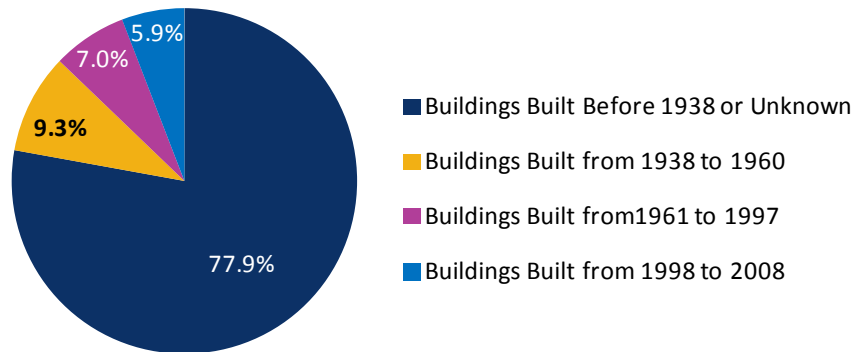
Total Dwelling Units by Building Size, Inner Ring B Zones

(n=988,188)



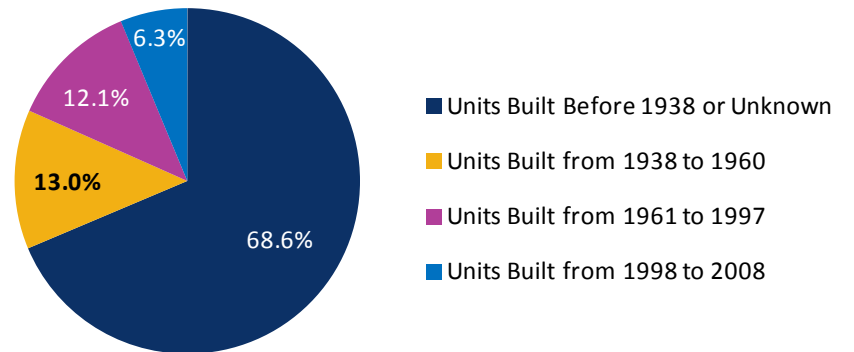
Total Buildings by Age, Inner Ring B Zones

(n=177,598)



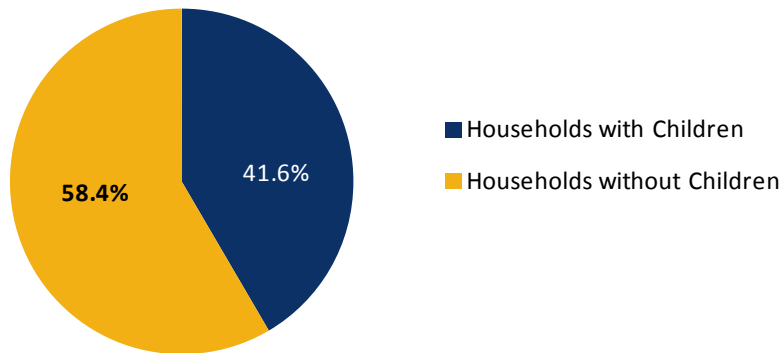
Total Dwelling Units by Age, Inner Ring B Zones

(n=988,188)



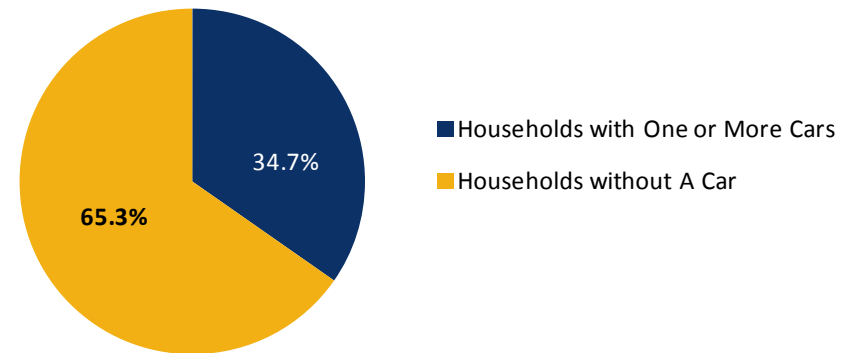
Total Households with Children, Inner Ring B Zones (2000)

(n=897,903)



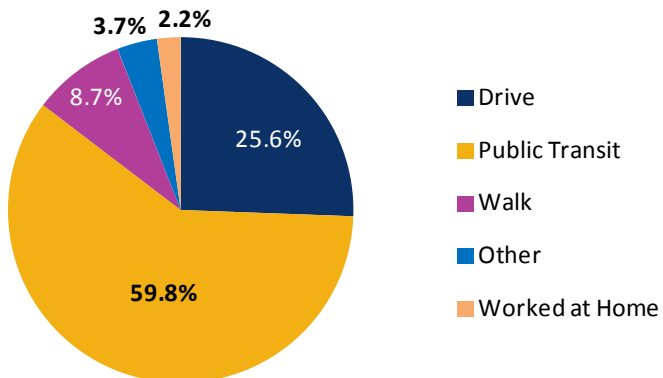
Total Households with At Least One Car, Inner Ring B Zones (2000)

(n=899,072)



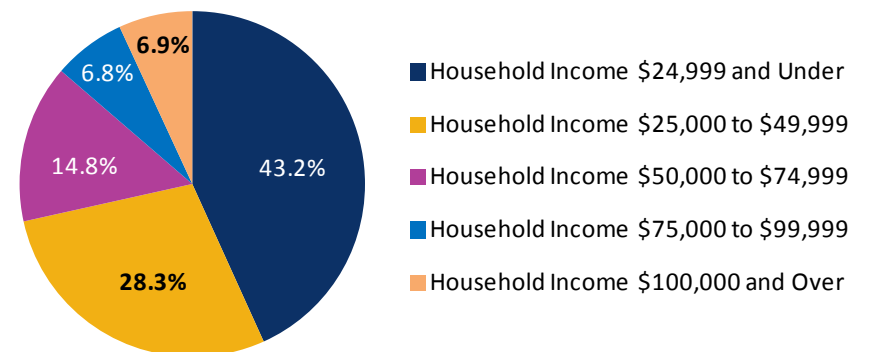
Total Journey-to-Work Mode Split, Inner Ring B Zones (2000)

(n=922,378)



Household Income, Inner Ring B Zones (1999)

(n=898,907)

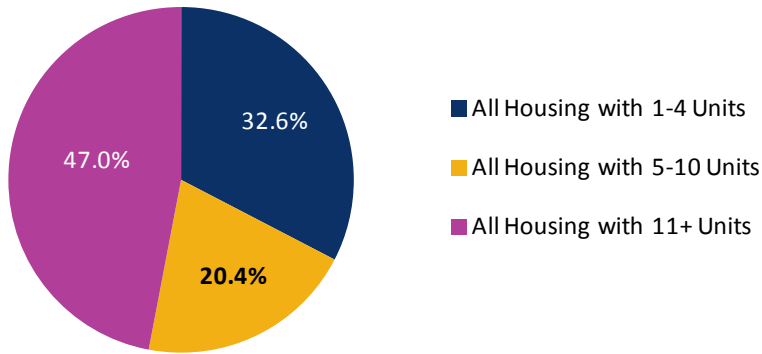


➔ BOROUGH

The final series of charts provide an overview of the same data, but broken down by the Inner Ring's total area within each borough.

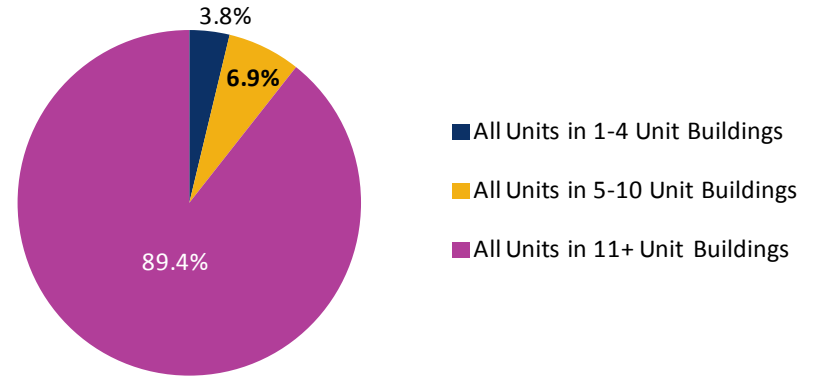
**Total Buildings by Quantity of Dwelling Units,
Inner Ring within Manhattan**

(n=9,649)



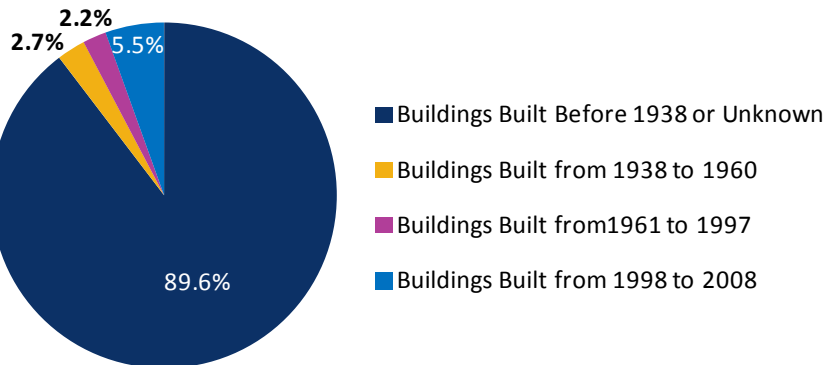
**Total Dwelling Units by Building Size,
Inner Ring within Manhattan**

(n=226,261)



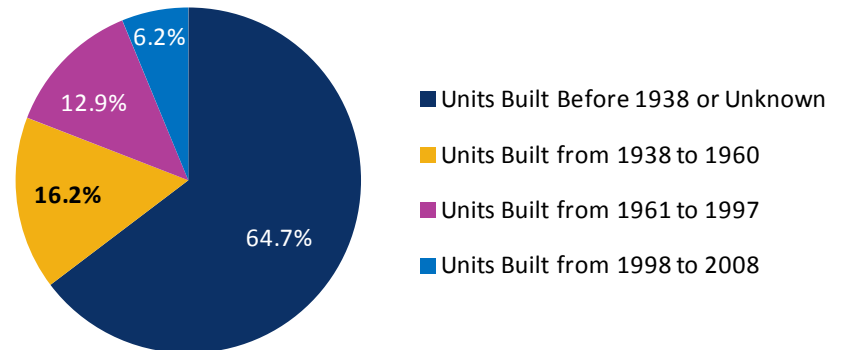
**Total Buildings by Age,
Inner Ring within Manhattan**

(n=9,649)



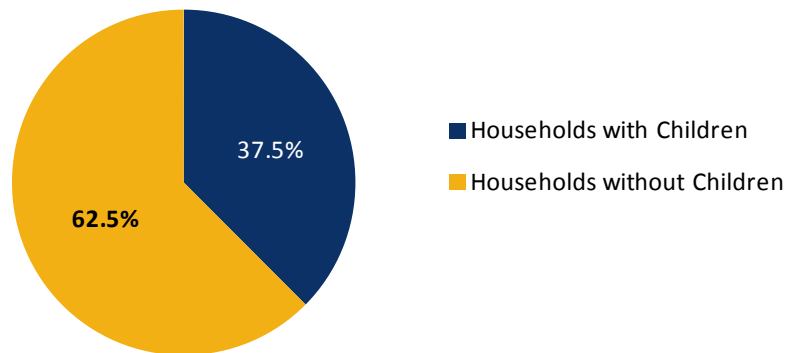
**Total Dwelling Units by Age,
Inner Ring within Manhattan**

(n=226,261)



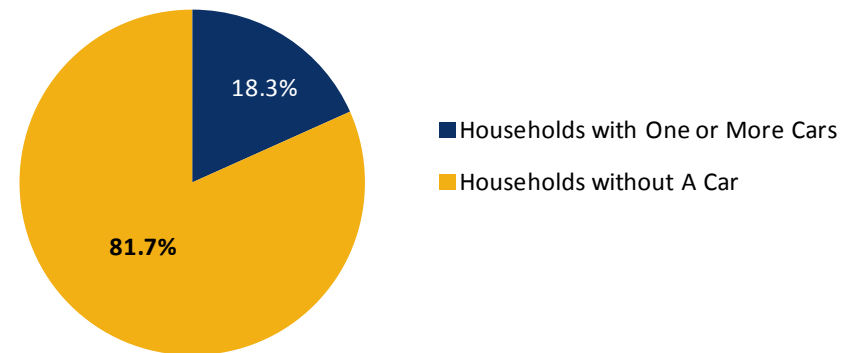
Total Households with Children, Inner Ring within Manhattan (2000)

(n=193,588)



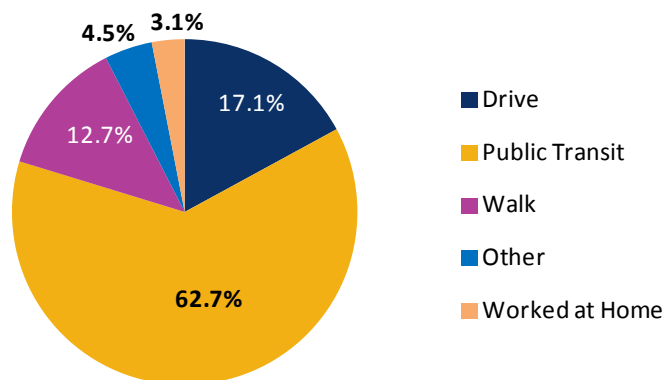
Total Households with At Least One Car, Inner Ring within Manhattan (2000)

(n=193,536)



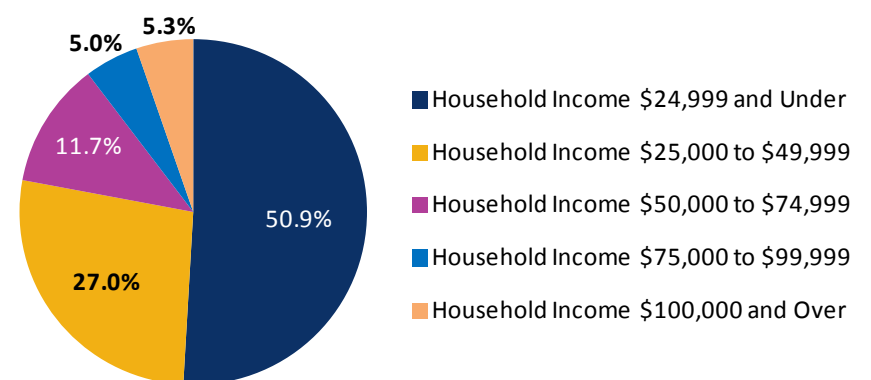
Total Journey-to-Work Mode Split, Inner Ring within Manhattan (2000)

(n=168,695)



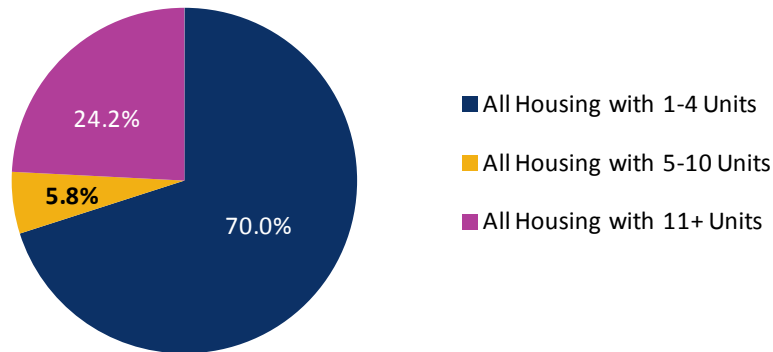
Household Income, Inner Ring within Manhattan (1999)

(n=193,767)



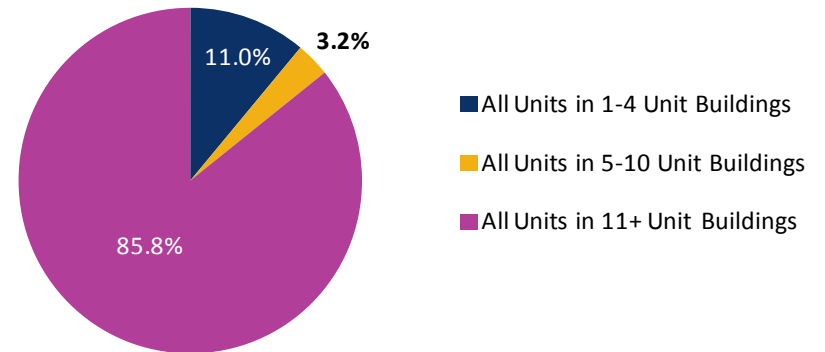
Total Buildings by Quantity of Dwelling Units, Inner Ring within Bronx

(n=17,876)



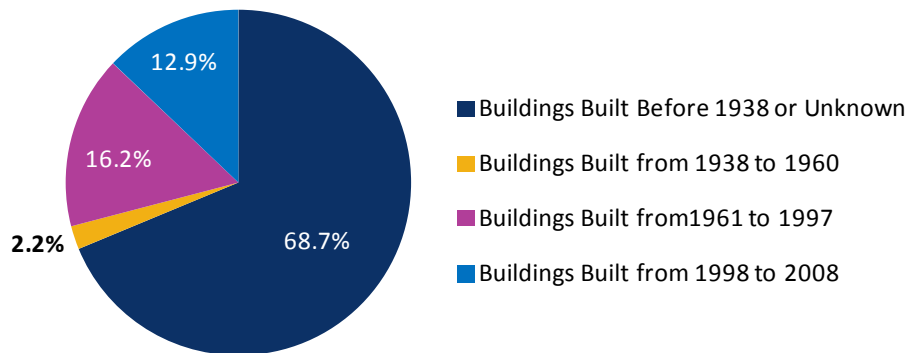
Total Dwelling Units by Building Size, Inner Ring within Bronx

(n=247,714)



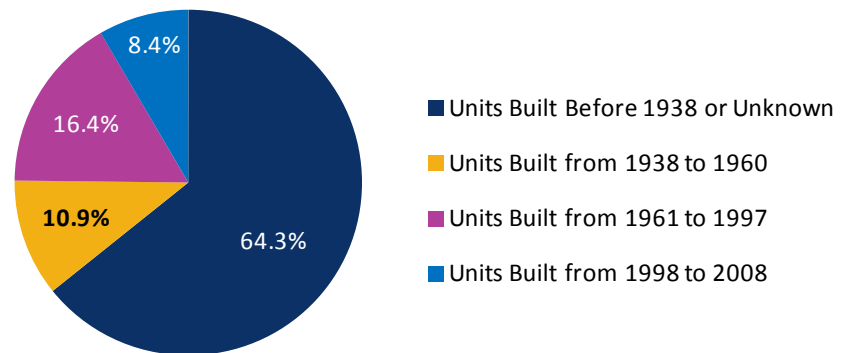
Total Buildings by Age, Inner Ring within Bronx

(n=17,876)



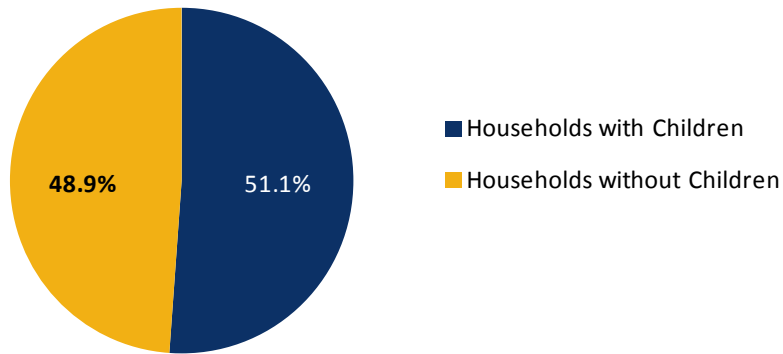
Total Dwelling Units by Age, Inner Ring within Bronx

(n=247,714)



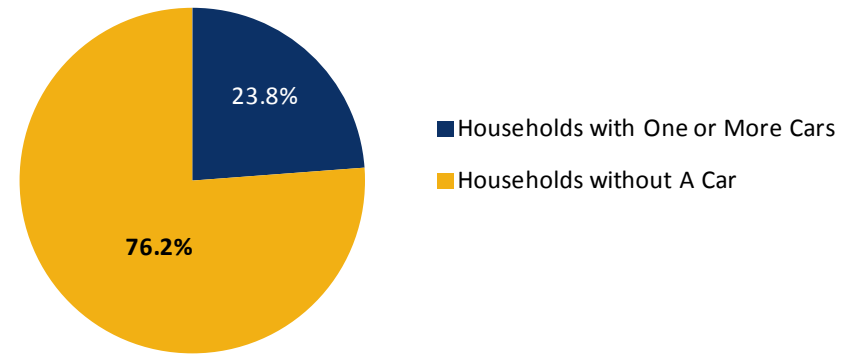
Total Households with Children, Inner Ring within Bronx (2000)

(n=213,780)



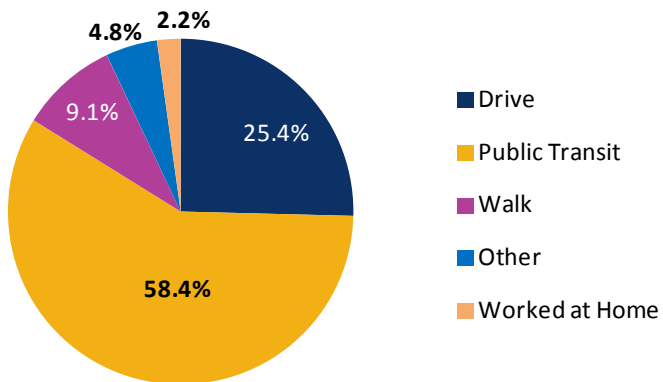
Total Households with At Least One Car, Inner Ring within Bronx (2000)

(n=214,275)



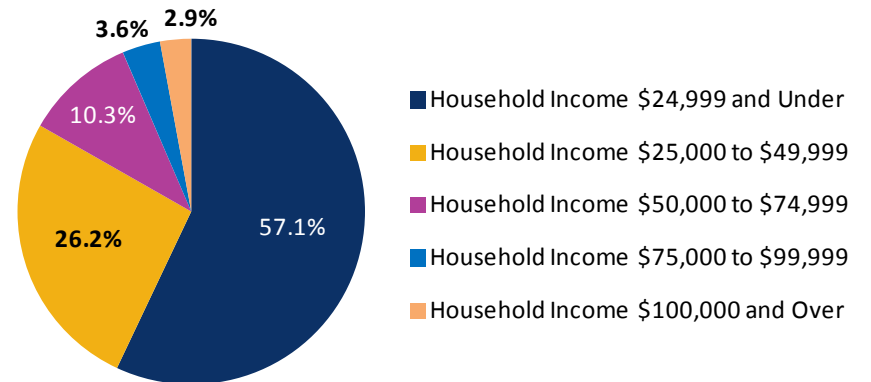
Total Journey-to-Work Mode Split, Inner Ring within Bronx (2000)

(n=170,624)



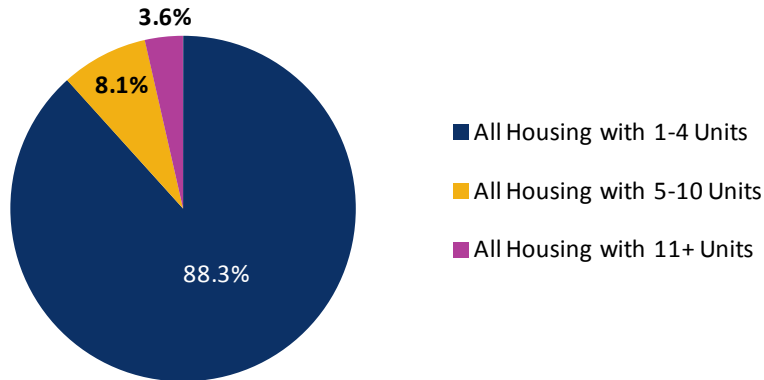
Household Income, Inner Ring within Bronx (1999)

(n=214,342)



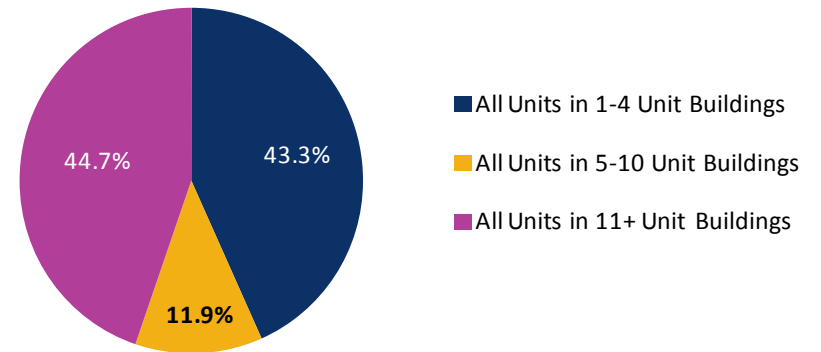
Total Buildings by Quantity of Dwelling Units, Inner Ring within Queens

(n=61,908)



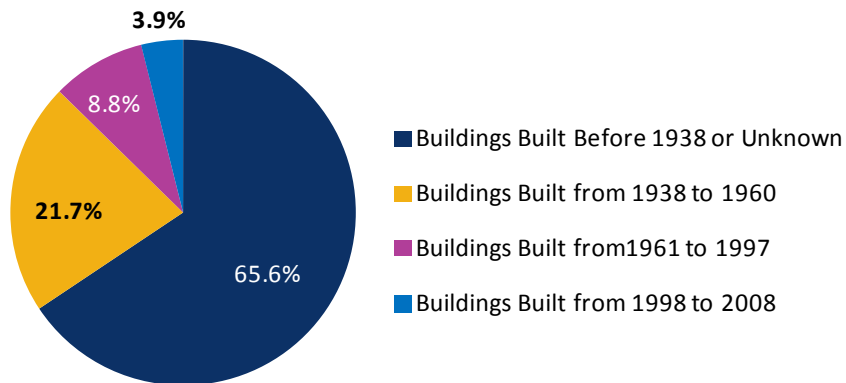
Total Dwelling Units by Building Size, Inner Ring within Queens

(n=262,614)



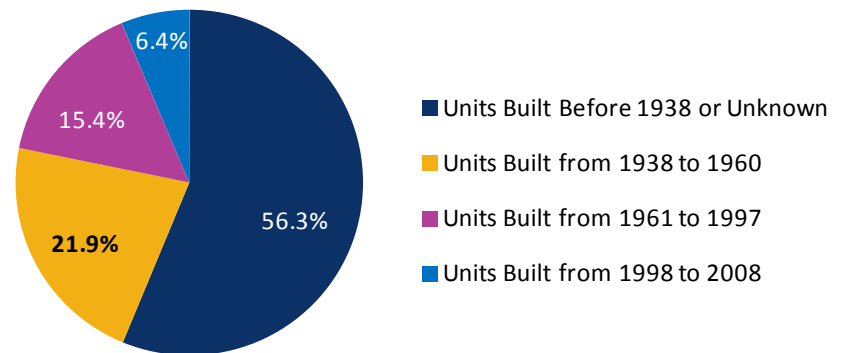
Total Buildings by Age, Inner Ring within Queens

(n=61,908)



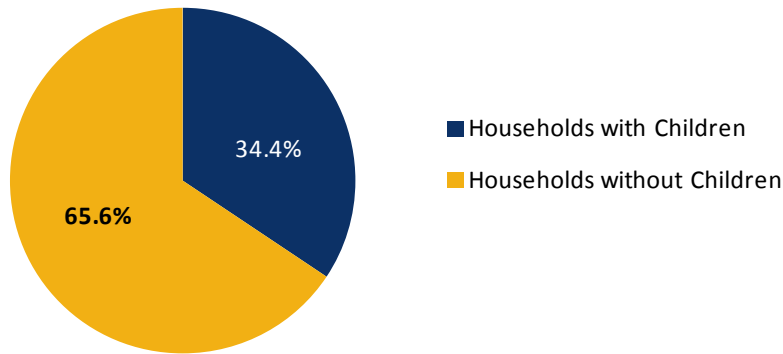
Total Dwelling Units by Age, Inner Ring within Queens

(n=262,614)



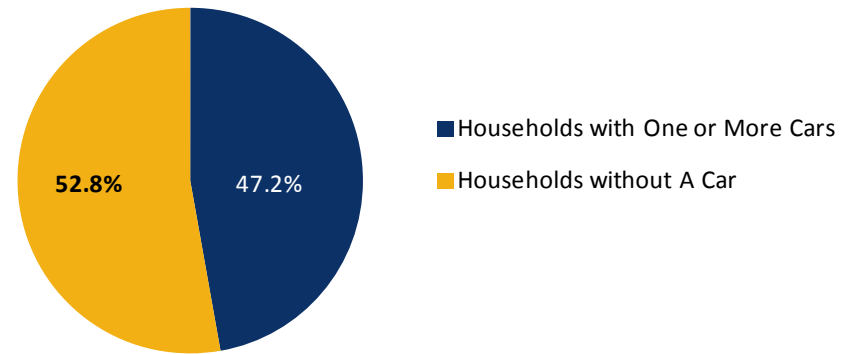
Total Households with Children, Inner Ring within Queens (2000)

(n=251,858)



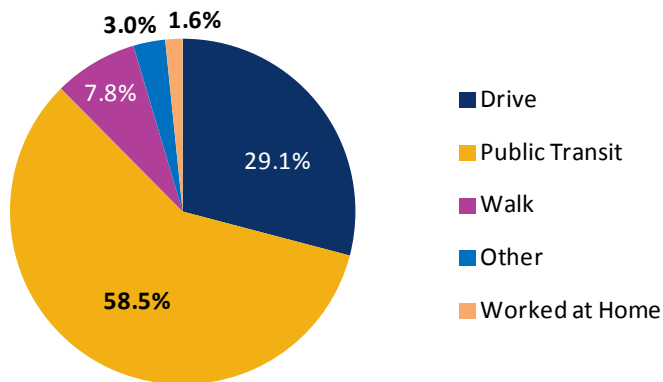
Total Households with At Least One Car, Inner Ring within Queens (2000)

(n=252,377)



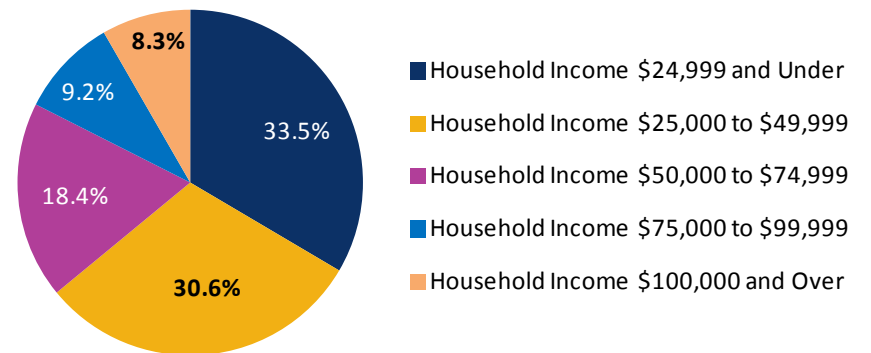
Total Journey-to-Work Mode Split, Inner Ring within Queens (2000)

(n=298,725)



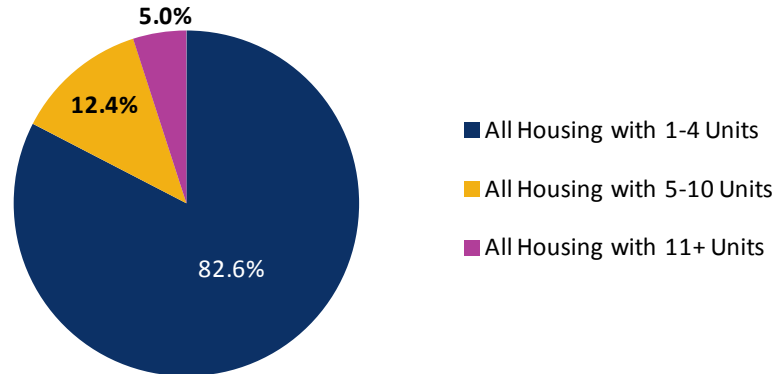
Household Income, Inner Ring within Queens (1999)

(n=251,976)



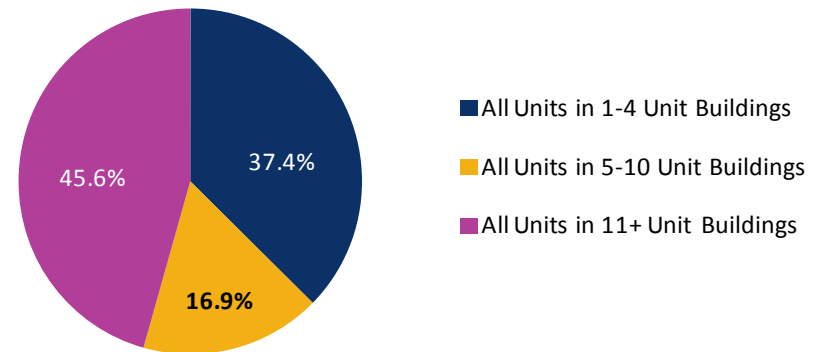
Total Buildings by Quantity of Dwelling Units, Inner Ring within Brooklyn

(n=108,070)



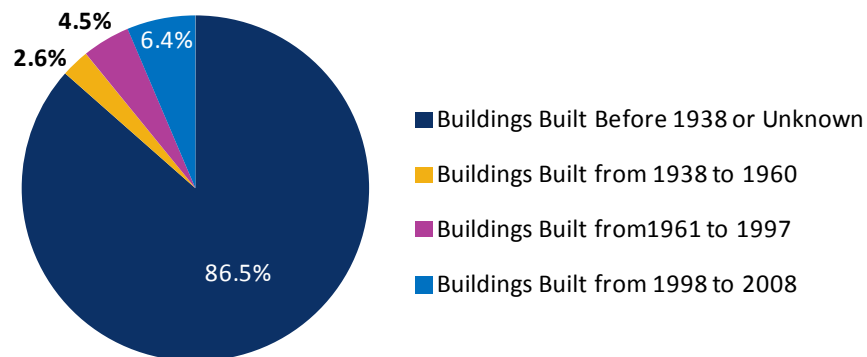
Total Dwelling Units by Building Size, Inner Ring within Brooklyn

(n=531,317)



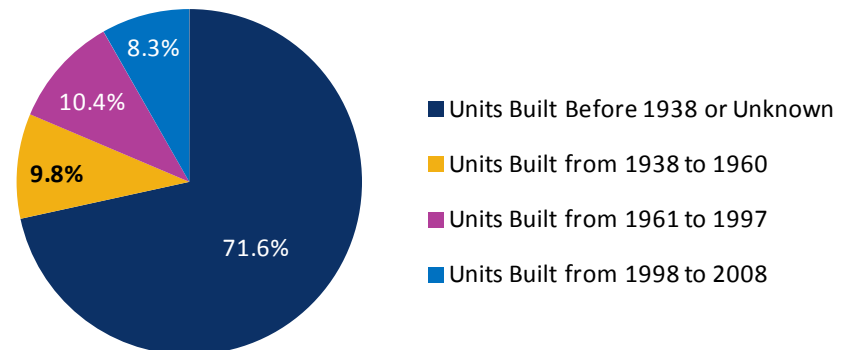
Total Buildings by Age, Inner Ring within Brooklyn

(n=108,070)



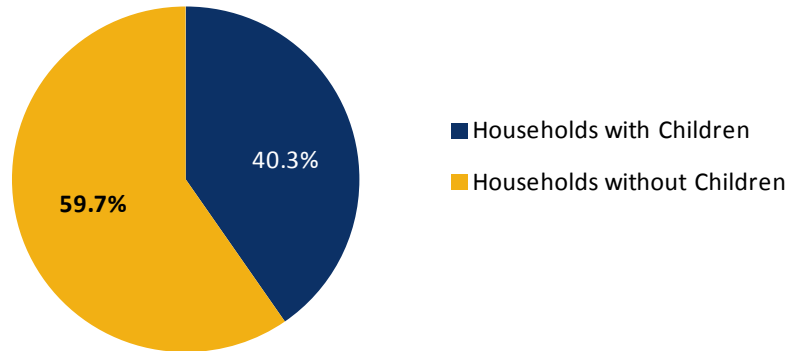
Total Dwelling Units by Age, Inner Ring within Brooklyn

(n=531,317)



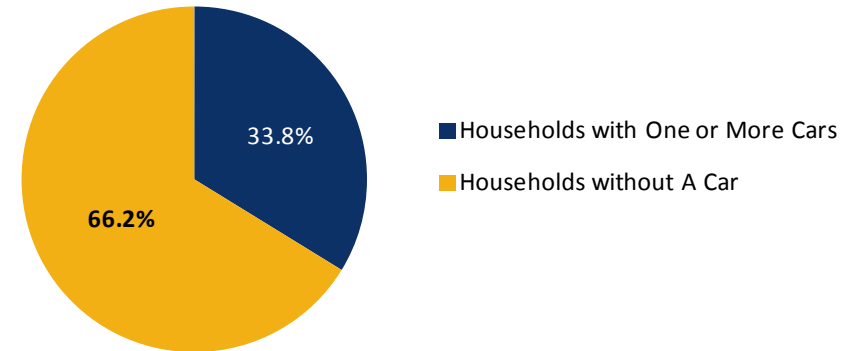
Total Households with Children, Inner Ring within Brooklyn (2000)

(n=458,032)



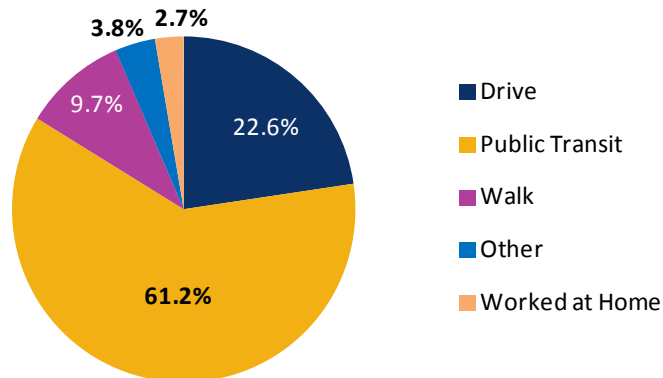
Total Households with At Least One Car, Inner Ring within Brooklyn (2000)

(n=458,549)



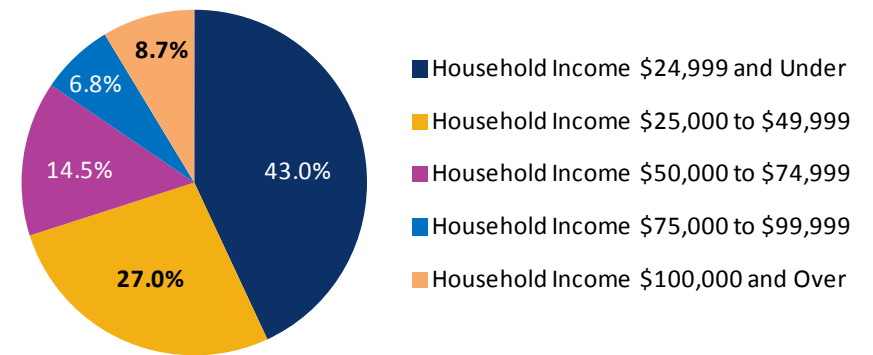
Total Journey-to-Work Mode Split, Inner Ring within Brooklyn (2000)

(n=467,658)



Household Income, Inner Ring within Brooklyn (1999)

(n=458,638)





NEIGHBORHOOD PROFILES





HARLEM EAST

10029
10035



An eight-story building on East 102nd Street built between 1998 and 2008

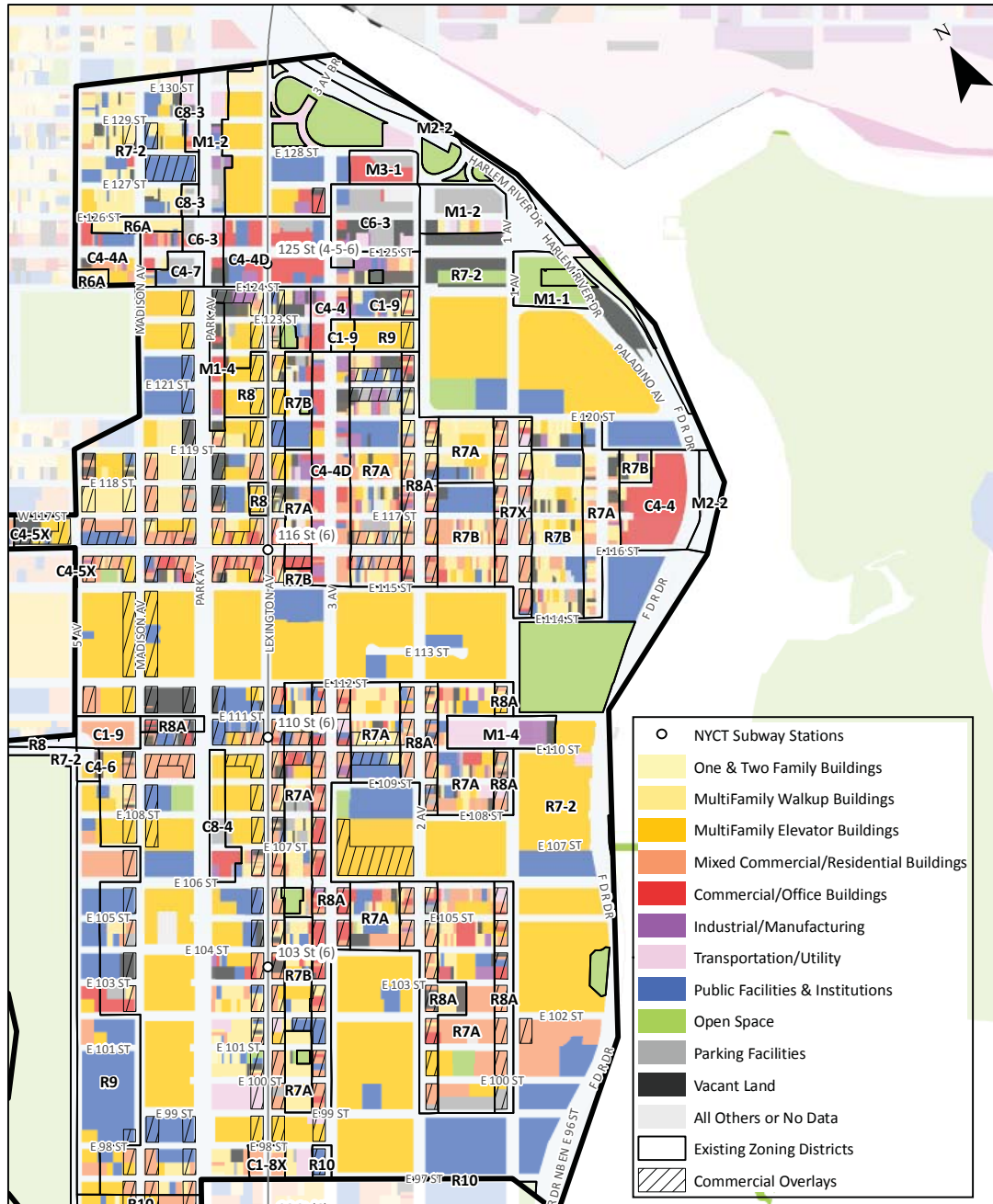


Four 35-story-buildings on 2nd Avenue built between 1961 and 1997



A six-story building on East 111th Street built before 1961

ZONE
A
1: HARLEM EAST



➔ ZIP CODE DATA

Harlem East: ZIP Codes 10029, 10035		
Population	108,092	
Households	38,634	
Married, with Children	4,099	15.90%
Married, without Children	4,322	16.77%
Unmarried, with Children	7,979	30.96%
Unmarried, without Children	7,245	28.11%
Nonfamilies	2,128	8.26%
Households with No Vehicle	32,459	84.18%
Households with 1 Vehicle	5,322	13.80%
Households with 2 Vehicles	607	1.57%
Households with 3+ Vehicles	172	0.45%
Households with Income under \$58,155 (in 2008 dollars)*	30,332	78.05%
Households with Income over \$58,155 (in 2008 dollars)*	8,528	21.95%
Total Units	41,122	
Occupied Rental Units	36,169	87.96%
Occupied Owned Units	2,465	5.99%
Total Workers Age 16 and Over	29,924	
Drive	3,707	12.39%
Bus	4,503	15.05%
Subway	14,912	49.83%
Walk	4,699	15.70%
Other	1,410	4.71%
Worked at Home	693	2.32%

*\$45,000 in 1999 equaled a CPI-adjusted income of \$58,155 in 2008, the closest approximation possible to \$60,000 used in the Residential Parking Study and the 2006-2008 American Community Survey.

Source: 2000 United States Census, Tables H3, H44, P1, P18, P30, and P52; PLUTO

→ LAND USE

- The area is characterized by high-density housing, using a combination of tenements, high-rise infill and public housing, mostly in the tower-in-the-park style of the mid-20th century.
- Commercial corridors generally include all major north-south avenues except Park Avenue and 5th Avenue; east-west commercial corridors with ground-floor retail include 96th Street, 106th Street, 116th Street, and 125th Street.
- The northern portion of Central Park lies to the west of the area. Marcus Garvey Park, which splits 5th Avenue due to a large rock formation, also abuts part of the area’s western edge. Randall’s/Ward’s Island, with its recently reconstructed ballfields, lies to the east of the study area, and is accessed by the Robert F. Kennedy (Triborough) bridge; the 103rd Street Footbridge also accesses the islands, but is only open during daylight hours from April through October.
- The northern end of the Museum Mile on 5th Avenue is within the area. The Museum of the City of New York is at 103rd Street, and El Museo del Barrio is at 104th Street.

Developments Through 2008

Over 10.5 percent of residential units in this area were built between 2000 and 2008 – a share consistent with the “A” zones average and nearly 4 percentage points higher than average new unit production throughout the entire Inner Ring.

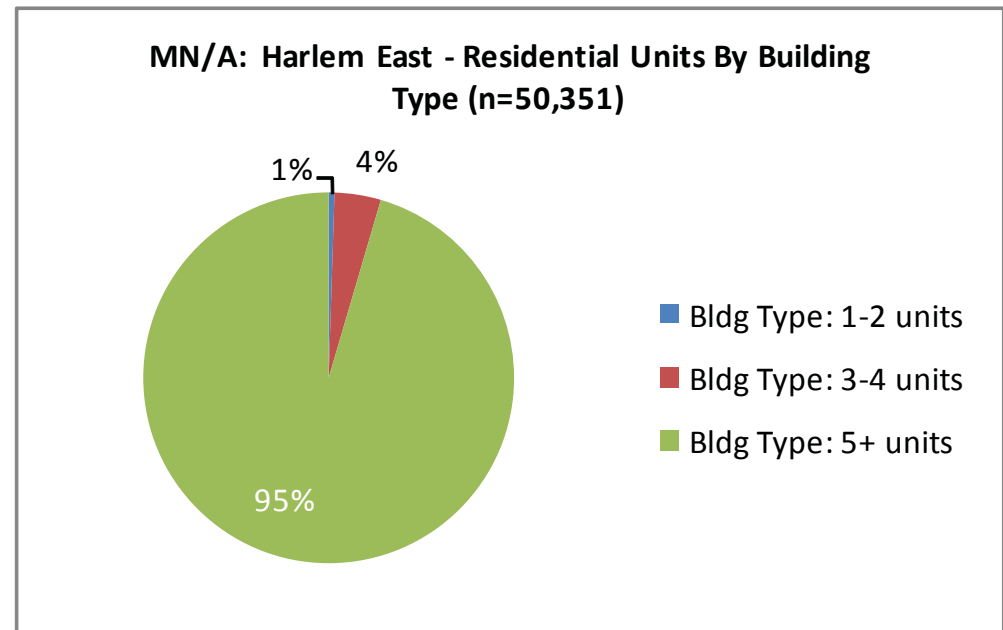
New Housing Units, 2000-2008: Harlem East						
Units through 2000	New Units, 2000-2008	Units through 2008	% New Units, 2000-2008	% New Units, Inner Ring, 2000-2008	% New Units, All A Zones, 2000-2008	
45,034	5,317	50,351	10.56%	6.63%	10.75%	
			Difference:	3.93%	-0.19%	

Source: PLUTO. Census data relies on responses from recipients; PLUTO data is from NYC Department of Finance records. This accounts for the discrepancy in total housing units.

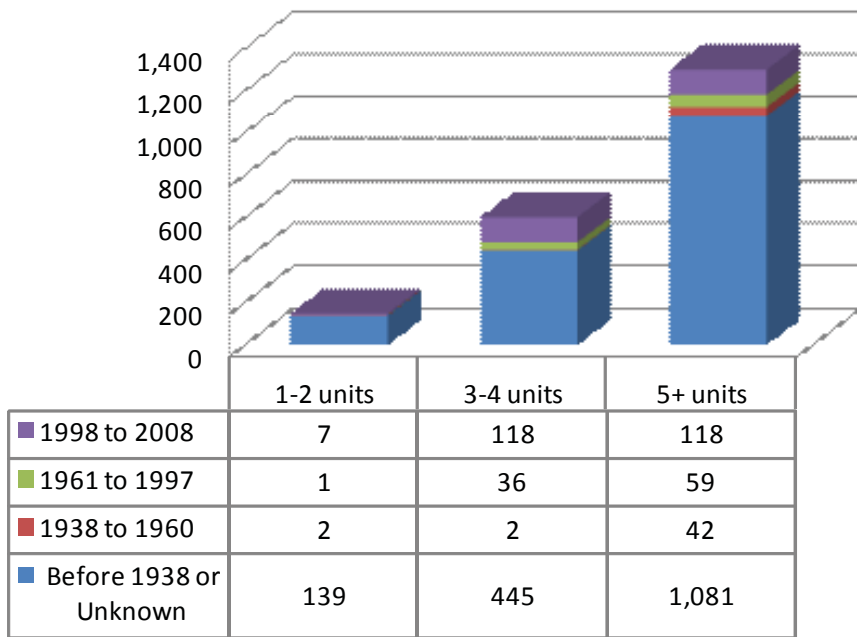
Comparisons of NYCityMap aerial views of Harlem East from 1996 and 2008 reveal a moderate amount of vacant land in 1996; most major empty sites were north and west of Lexington Avenue and 116th Street. These lots had largely been developed by 2008.

→ HOUSING

There are almost 50,400 dwelling units found within nearly 2,100 buildings in East Harlem. Residential buildings with five or more units account for 95 percent of all housing. A large majority of the housing stock of all sizes was built before 1938, but that majority is somewhat smaller for buildings of three to four units. From 1998 to 2008, buildings with three to four units and buildings with five or more units were tied for the most common type of new residential housing constructed.



MN/A: Harlem East - Residential Building Type by Year Built (n=2,050)



Source: MapPLUTO 2010

➔ **VEHICLE OWNERSHIP**

In 2008, there were nearly 11,700 vehicles registered to addresses in this neighborhood, or 0.25 vehicles registered per dwelling unit. Publicly subsidized NYCHA units accounted for nearly one-third of all housing; HPD units made up an additional 3.2 percent. While the vehicular registration ratio for NYCHA housing was nearly equal to that of market-rate housing, HPD units had a ratio considerably higher than either other housing type.

Vehicle Registrations by Housing Subsidy Type: Harlem East					
Borough and Zone	Public Subsidy Type	Total Residential Units by Public Subsidy (through 2006)	Percentage of Units	DMV 2008 Registrations	Ratio
MA-A	All Other Housing	30,387	64.3%	7,530	0.25
MA-A	Public Subsidy - HPD	1,526	3.2%	510	0.33
MA-A	Public Subsidy - NYCHA	15,353	32.5%	3,649	0.24
MA-A	Total	47,266	100.00%	11,689	0.25

Sources: PLUTO, DMV 2008 Registration data. Residential units built in 2007 and 2008 (and the DMV data for those buildings) were not included since newly-erected buildings often take time to become fully occupied.

➔ **ZONING**

Zoning Designations Occupying Over 5 Percent of the Profile Area

R7-2 is the dominant zoning designation, occupying over 65 percent of this profile area; the second most common one is R7A, which occupies over 10 percent of the profile area. See “Descriptions of Major Zoning Districts within the Inner Ring” for a more thorough discussion of each of these zoning districts’ accessory parking requirements.

Rezoning 1996-2008

- In June 2003, the East Harlem Rezoning rezoned 57 blocks from R7-2 to R7A, R7B, R7X and R8X. The rezoning, covering several areas east of Lexington Avenue from East 99th to East 122nd streets, was intended to encourage new residential development, ensure that future development aligns with the neighborhood’s character, preserve the scale of midblocks, and encourage ground-floor retail. This area had not undergone a major rezoning since 1961; widespread R7-2 zoning allowed out-of-context development without height limits or street walls. A new C4-4D district (equivalent to an R8A district) was also created and mapped as part of this rezoning.

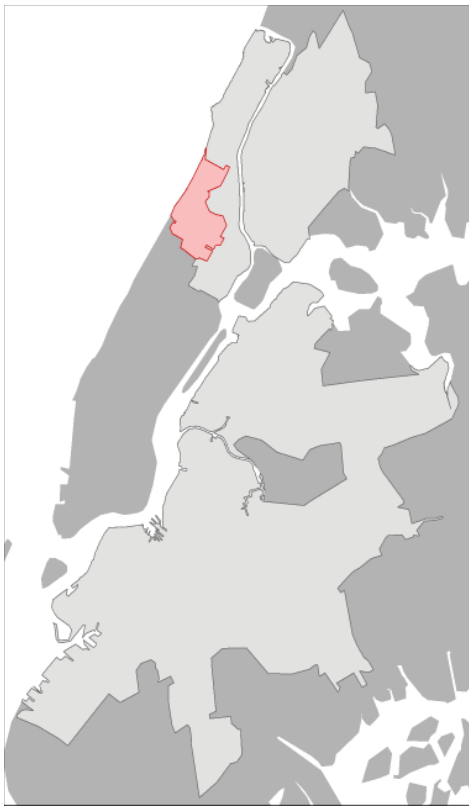
- The 125th Street Corridor Rezoning (April 2008) affected a swath largely from 124th Street to 126th Street west of 2nd Avenue. This rezoning attempted to both encourage new development and balance the goals of supporting existing neighborhood character and scale and revitalizing the 125th Street corridor by encouraging a diverse mix of business and arts uses. Much of this area had not been rezoned since 1961. Zoning was enacted mandating building height limits and consistent street walls far more than the previous zoning did. Ground floor uses encouraging pedestrian activity were prioritized over those which did not, and larger buildings were required to reserve at least 5 percent of their total floor area for arts uses. (A follow-up text amendment in November 2008 reduced maximum building heights for some zones and amended some density and arts use regulations.)

Rezoning Actions After 2008

- No major rezonings have been enacted in this profile area.

Proposed Rezonings

- No major rezoning actions have been proposed as of November 2010.



HARLEM WEST

10026
10027
10031



An eight-story building on Frederick Douglass Boulevard built between 1998 and 2008

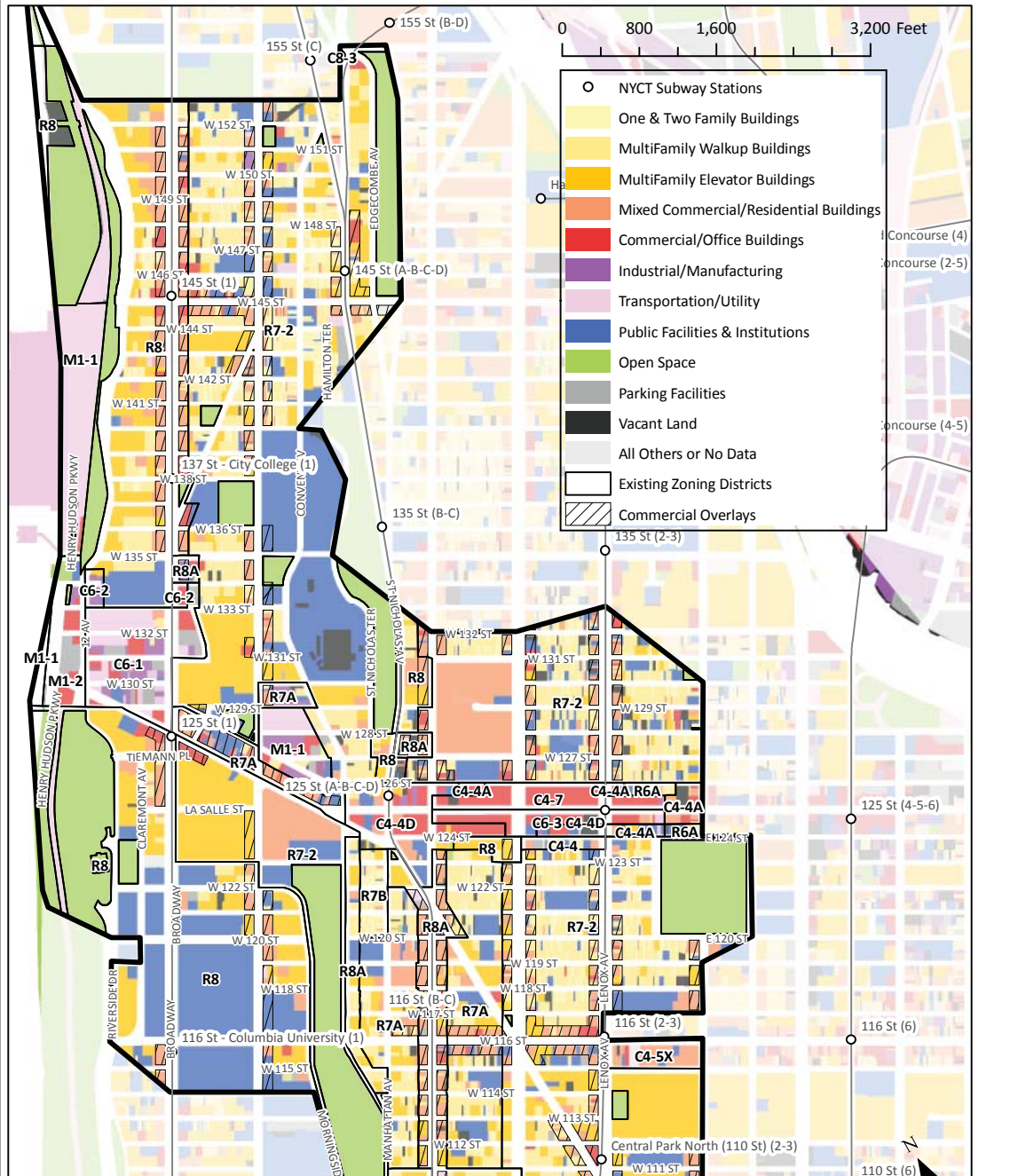


A 24-story building on Riverside Drive built between 1961 and 1997



A six-story building on West 143rd Street built before 1961

ZONE
A
2: HARLEM WEST



➔ ZIP CODE DATA

Harlem West: ZIP Codes 10026, 10027, 10031

Population	146,766	
Households	55,282	
Married, with Children	5,649	16.25%
Married, without Children	5,962	17.15%
Unmarried, with Children	9,770	28.10%
Unmarried, without Children	8,663	24.92%
Nonfamilies	4,726	13.59%
Households with No Vehicle	44,443	80.73%
Households with 1 Vehicle	9,349	16.98%
Households with 2 Vehicles	906	1.65%
Households with 3+ Vehicles	356	0.65%
Households with Income under \$58,155 (in 2008 dollars)*	40,505	73.65%
Households with Income over \$58,155 (in 2008 dollars)*	14,490	26.35%
Total Units	62,035	
Occupied Rental Units	50,555	81.49%
Occupied Owned Units	4,727	7.62%
Total Workers Age 16 and Over	47,830	
Drive	6,497	13.58%
Bus	5,792	12.11%
Subway	24,766	51.78%
Walk	6,740	14.09%
Other	2,470	5.16%
Worked at Home	1,565	3.27%

*\$45,000 in 1999 equaled a CPI-adjusted income of \$58,155 in 2008, the closest approximation possible to \$60,000 used in the Residential Parking Study and the 2006-2008 American Community Survey.

Source: 2000 United States Census, Tables H3, H44, P1, P18, P30, and P52; PLUTO

➔ LAND USE

- The area is characterized by high-density housing, using a combination of tenements, high-rise infill and public housing, mostly in the tower-in-the-park style of the mid-20th century. A significant amount of new construction of all types has occurred in the last 15 to 20 years, built upon land left either vacant or derelict by the abandonments and fires which mostly occurred between approximately 1965 and 1985.
- Commercial corridors with street-level retail generally include Malcolm X Boulevard, Frederick Douglass Boulevard, Amsterdam Avenue, Broadway, 96th Street, Street, 116th Street, 125th Street, 135th Street, and 145th Street.
- The northern portion of Central Park lies to the east of the area, and Riverside Park abuts its western edge to varying degrees. Riverbank State Park lies atop the North River Water Pollution Control Plant at the Hudson River, west of 137th-145th streets. Morningside Park, St. Nicholas Park, and Jackie Robinson Park run in a rough north-south line west of Frederick Douglass Boulevard.
- The Apollo Theater, Columbia University, Barnard College, and the City College of New York all lay within the area.

Developments Through 2008

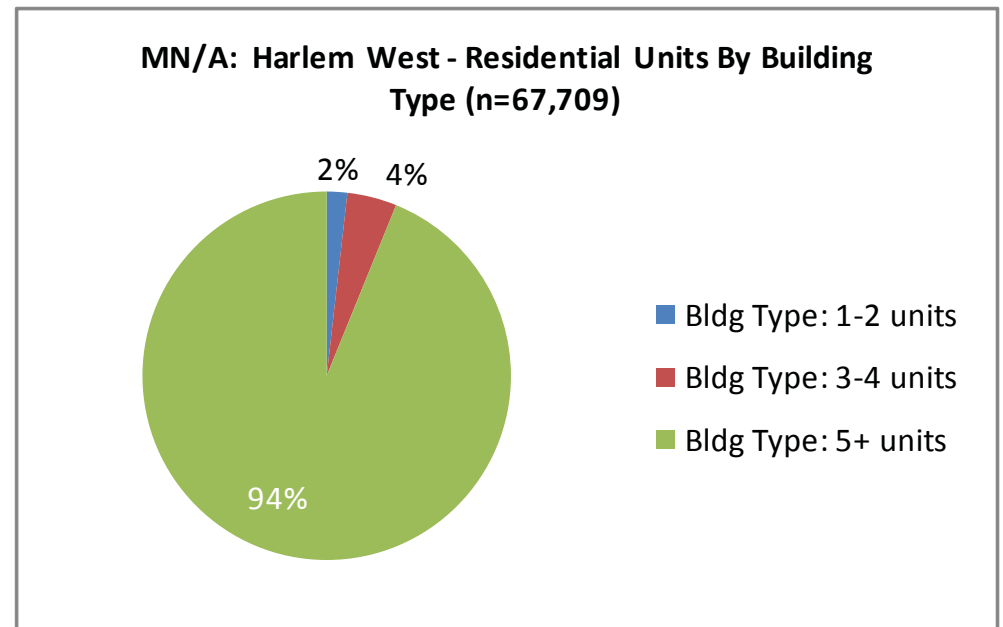
Nearly 6 percent of residential units in this area were built between 2000 and 2008 – a share nearly 5 percentage points lower than the “A” zones average but less than 1 percentage point lower than the share of average new unit production throughout the entire Inner Ring.

New Housing Units, 2000-2008: Harlem West					
Units through 2000	New Units, 2000-2008	Units through 2008	% New Units, 2000-2008	% New Units, Inner Ring, 2000-2008	% New Units, All A Zones, 2000-2008
63,763	3,946	67,709	5.83%	6.63%	10.75%
			Difference:	-0.80%	-4.92%

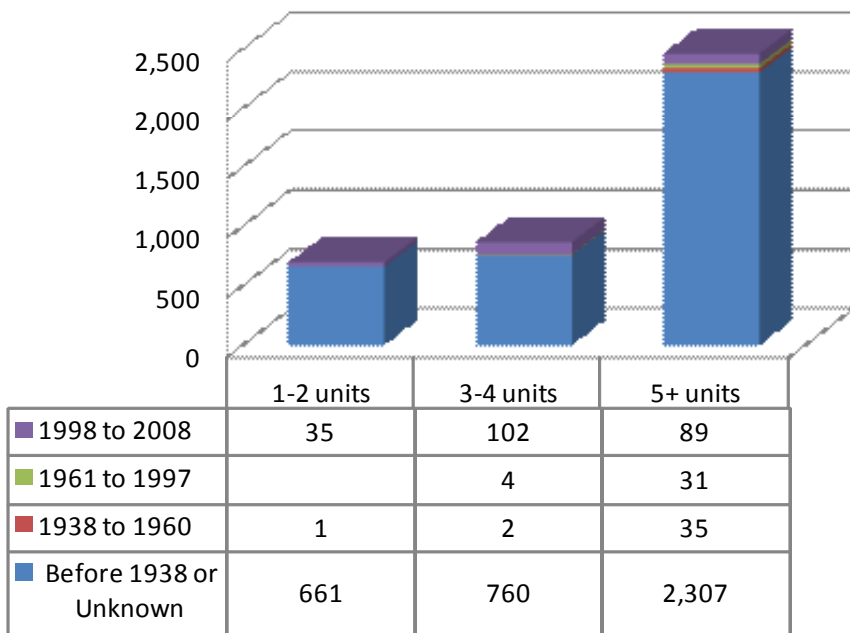
Comparisons of NYCityMap aerial views of Harlem West from 1996 and 2008 reveal several larger empty sites along or within a block of Frederick Douglass Boulevard from 110th Street to 128th Street in 1996; other small- to mid-sized sites were scattered among the streets north of Central Park. Many, but not all, of these had been developed by 2008.

➔ HOUSING

There are more than 67,700 dwelling units found within over 4,000 buildings in Harlem West. Residential buildings with five or more units account for 94 percent of all housing. An overwhelming majority of the housing stock was built before 1938. From 1998 to 2008, buildings with three to four units were the most common type of new residential housing constructed, with new buildings of five or more units following a close second.



MN/A: Harlem West - Residential Building Type by Year Built (n=4,027)



Source: MapPLUTO 2010

→ VEHICLE OWNERSHIP

In 2008, there were over 15,100 vehicles registered to addresses in this neighborhood, or 0.23 vehicles registered per dwelling unit. Publicly subsidized NYCHA units accounted for 10 percent of all housing; HPD units had a relatively small presence in this area. While the vehicular registration ratio for NYCHA housing was higher than that of market-rate housing, HPD units had a still higher ratio.

Vehicle Registrations by Housing Subsidy Type: Harlem West					
Borough and Zone	Public Subsidy Type	Total Residential Units by Public Subsidy (through 2006)	Percentage of Units	DMV 2008 Registrations	Ratio
MA-A	All Other Housing	58,315	88.2%	12,962	0.22
MA-A	Public Subsidy - HPD	1,158	1.8%	357	0.31
MA-A	Public Subsidy - NYCHA	6,635	10.0%	1,816	0.27
MA-A	Total	66,108	100.00%	15,135	0.23

Sources: PLUTO, DMV 2008 Registration data. Residential units built in 2007 and 2008 (and the DMV data for those buildings) were not included since newly-erected buildings often take time to become fully occupied.

→ ZONING

Zoning Designations Occupying Over 5 Percent of the Profile Area

R7-2 is the dominant zoning designation, occupying over 50 percent of the profile area. The second most common district, R8, occupies nearly 25 percent of this area, and the third most common, R7A, occupies over 5 percent of the profile area. See “Descriptions of Major Zoning Districts within the Inner Ring” for a more thorough discussion of each of these zoning districts’ accessory parking requirements.

Rezoning 1996-2008

- In November 2003, the Frederick Douglass Boulevard Rezoning was enacted throughout 44 blocks in an area bounded by Central Park North, Manhattan Avenue, Morningside Avenue, West 124th Street, and Adam Clayton Powell Jr. Boulevard. Partially contextual and partially an upzoning, this initiative sought to encourage new residential development along Frederick Douglass Boulevard and several midblocks; limit the scale and height of new buildings in line with the low-to mid-rise character of several parts of the rezoned area; and expand commercial opportunities along West 116th Street via a new commercial overlay district. The area was rezoned from being predominantly R7-2 to R7A, R7B and R8A.

- In September 2007, several areas of the Upper West Side from West 97th Street to West 110th Street were contextually rezoned. This rezoning barely touches the southern edge of the study area; more information about the Upper West Side rezoning can be found here.

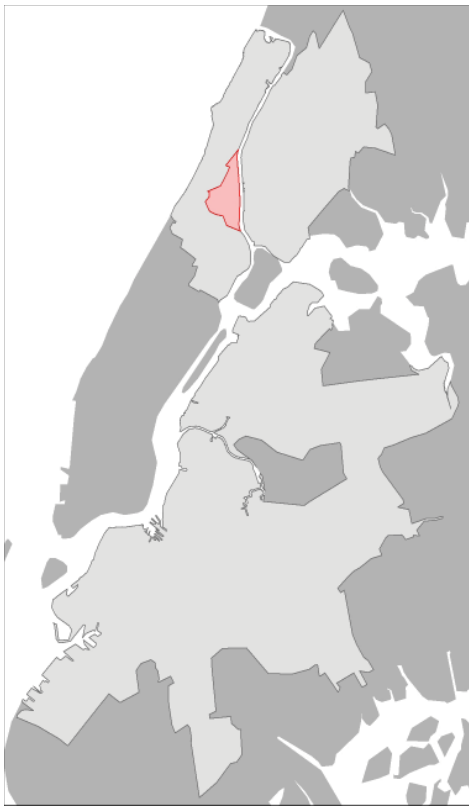
- A rezoning of 125th Street in April 2008 affected a swath largely from 124th Street to 126th Street east of Broadway. A discussion of this rezoning and its implications for off-street parking appears in the “Harlem East” chapter immediately preceding this one. Further information about the 125th Street Rezoning can be found [here](#).

Rezoning Actions After 2008

- No major rezonings have been enacted in this profile area.

Proposed Rezonings

- DCP is undertaking a West Harlem rezoning study, encompassing a 90-block area in Manhattan bounded generally by West 125th Street, Riverside Drive, West 155th Street, Bradhurst Avenue, St. Nicholas Avenue, and Edgecombe Avenue. (Small portions on the proposed rezoning area fall within the Harlem North and Washington Heights-Inwood neighborhood profile areas.) The proposed rezoning seeks to establish contextual districts that limit building heights and ensure consistent building form; strengthen the West 145th Street corridor by allowing for development opportunities where appropriate and permit use of the Inclusionary Housing program to promote affordable housing. Existing light manufacturing and commercial uses would continue to be permitted and be allowed to expand within the manufacturing district. Mixed-use development would also be permitted in suitable areas. The proposed rezoning could enter the formal public review process in 2011.



HARLEM NORTH

10026
10027
10031



An eight-story building on West 138th and West 139th streets built between 1998 and 2008



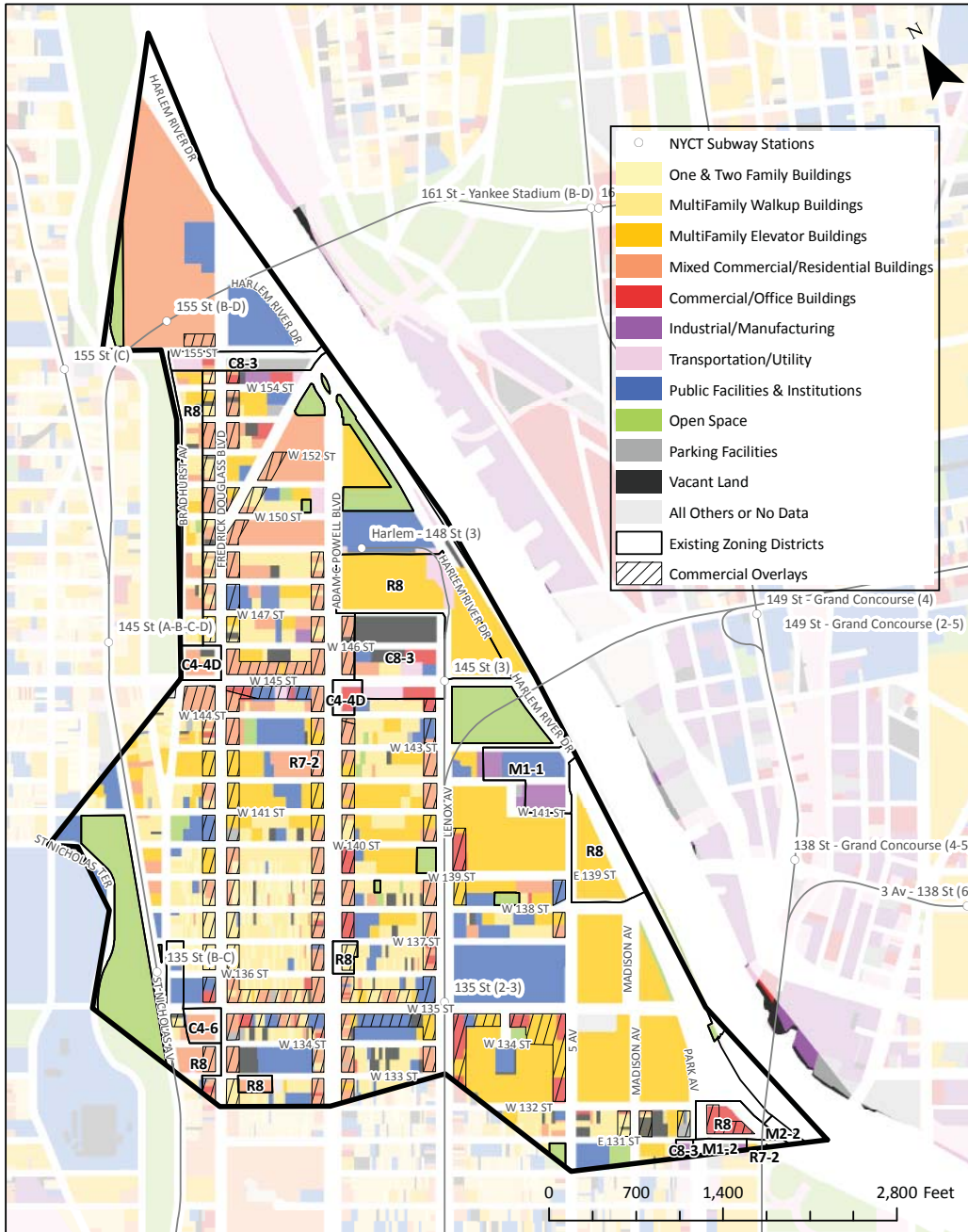
A 16-story building on 5th Avenue built between 1961 and 1997



A five-story building on Frederick Douglass Boulevard built before 1961

ZONE
A

3: HARLEM NORTH



➔ ZIP CODE DATA

Harlem North: ZIP Codes 10030, 10037, 10039		
Population	64,568	
Households	28,220	
Married, with Children	1,992	12.25%
Married, without Children	2,443	15.03%
Unmarried, with Children	5,860	36.04%
Unmarried, without Children	4,575	28.14%
Nonfamilies	1,388	8.54%
Households with No Vehicle	23,202	81.54%
Households with 1 Vehicle	4,506	15.83%
Households with 2 Vehicles	567	1.99%
Households with 3+ Vehicles	181	0.64%
Households with Income under \$58,155 (in 2008 dollars)*	22,754	80.13%
Households with Income over \$58,155 (in 2008 dollars)*	5,643	19.87%
Total Units	31,794	
Occupied Rental Units	26,561	83.54%
Occupied Owned Units	1,659	5.22%
Total Workers Age 16 and Over	18,895	
Drive	3,007	15.91%
Bus	2,969	15.71%
Subway	9,827	52.01%
Walk	1,921	10.17%
Other	773	4.09%
Worked at Home	398	2.11%

*\$45,000 in 1999 equaled a CPI-adjusted income of \$58,155 in 2008, the closest approximation possible to \$60,000 used in the Residential Parking Study and the 2006-2008 American Community Survey.

Source: 2000 United States Census, Tables H3, H44, P1, P18, P30, and P52; PLUTO

→ LAND USE

- The area is characterized by high-density housing, using a combination of tenements, high-rise infill and public housing, mostly in the tower-in-the-park style of the mid-20th century. One particularly large development, Esplanade Gardens, was built in conjunction with a short extension of 3 (Lenox-Broadway) train service to a new terminal at West 148th Street.
- Commercial corridors with ground-floor retail generally include Malcolm X Boulevard, 135th Street, and 145th Street.
- St. Nicholas Park and Jackie Robinson Park lie along the western edge of the study area.

Developments Through 2008

Nearly 10.5 percent of residential units in this area were built between 2000 and 2008 – a share nearly identical to that of the “A” zones average and nearly 4 percentage points higher than the average new unit production throughout the entire Inner Ring.

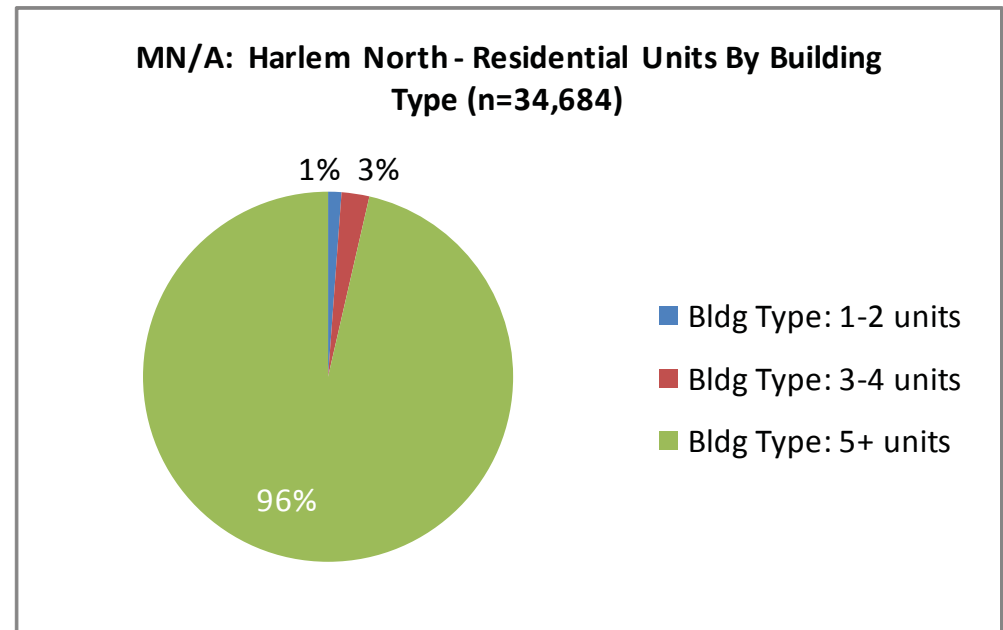
New Housing Units, 2000-2008: Harlem North					
Units through 2000	New Units, 2000-2008	Units through 2008	% New Units, 2000-2008	% New Units, Inner Ring, 2000-2008	% New Units, All A Zones, 2000-2008
31,045	3,639	34,684	10.49%	6.63%	10.75%
			Difference:	3.86%	-0.26%

Source: PLUTO. Census data relies on responses from recipients; PLUTO data is from NYC Department of Finance records. This accounts for the discrepancy in total housing units.

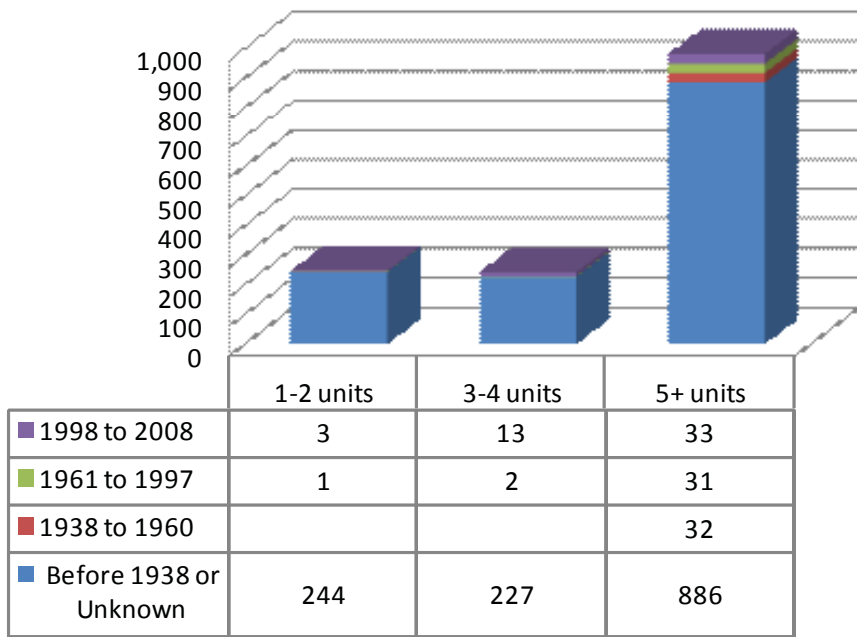
Comparisons of NYCityMap aerial views of this area from 1996 and 2008 reveal numerous scattered, small vacant lots but few large, contiguous open sites – only a short stretch centered along Frederick Douglass Boulevard from 144th Street to 148th Street had a more appreciable quantity of vacant land in 1996. While these larger sites along this stretch had been developed by 2008, many of the open smaller lots remained vacant.

→ HOUSING

There are almost 34,700 dwelling units found within nearly 1,500 buildings in Harlem North. Residential buildings with five or more units account for 96 percent of all housing. An overwhelming majority of the housing stock was built before 1938. Almost no construction of buildings with four or fewer units has taken place since 1938. Residential buildings with five or more units were built in virtually equal quantities in each of the 1938-1960, 1961-1997, and 1998-2008 timeframes, indicating an acceleration in construction of buildings with five or more units in the relatively recent, and briefest, of these eras.



MN/A: Harlem North - Residential Building Type by Year Built (n=1,472)



Source: MapPLUTO 2010

→ VEHICLE OWNERSHIP

In 2008, there were nearly 8,700 vehicles registered to addresses in this neighborhood, or 0.25 vehicles registered per dwelling unit. Publicly subsidized NYCHA units accounted for over 14 percent of all housing; with less than 100 units, HPD developments did not have enough of a presence in this area to draw conclusions about vehicular ownership. The vehicular registration ratio for NYCHA housing was slightly higher than that of market-rate housing.

Vehicle Registrations by Housing Subsidy Type: Harlem North

Borough and Zone	Public Subsidy Type	Total Residential Units by Public Subsidy (through 2006)	Percentage of Units	DMV 2008 Registrations	Ratio
MA-A	All Other Housing	28,708	84.4%	7,254	0.25
MA-A	Public Subsidy - HPD	412	1.2%	97	0.24
MA-A	Public Subsidy - NYCHA	4,889	14.4%	1,300	0.27
MA-A	Total	34,009	100.00%	8,651	0.25

Sources: PLUTO, DMV 2008 Registration data. Residential units built in 2007 and 2008 (and the DMV data for those buildings) were not included since newly-erected buildings often take time to become fully occupied.

→ ZONING

Zoning Designations Occupying Over 5 Percent of the Profile Area

R7-2 districts occupy over 90 percent of the profile area. The second most common district, R8, encompasses over 5 percent of the profile area. See “Descriptions of Major Zoning Districts within the Inner Ring” for a more thorough discussion of each of these zoning districts’ accessory parking requirements.

Rezoning 1996-2008

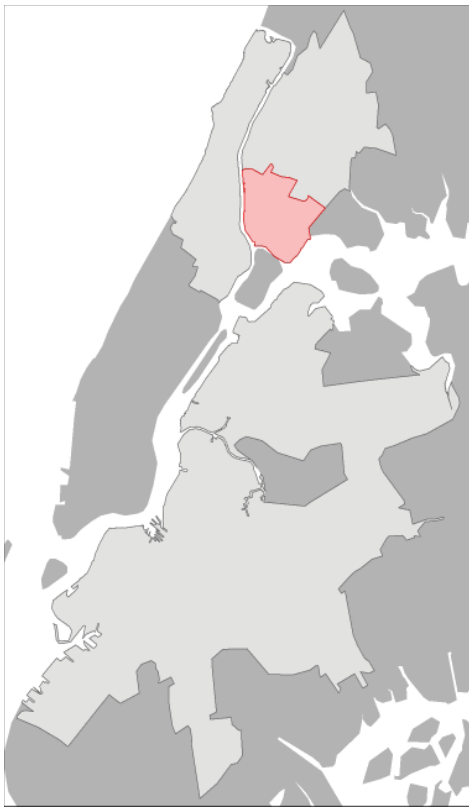
- No major rezonings have occurred since 1996.

Rezoning Actions After 2008

- No major rezonings have been enacted in this profile area.

Proposed Rezoning

- No major rezoning actions have been proposed as of November 2010.



SOUTH BRONX

10026
10027
10031



A nine-story building on Melrose Avenue, built between 1998 and 2008

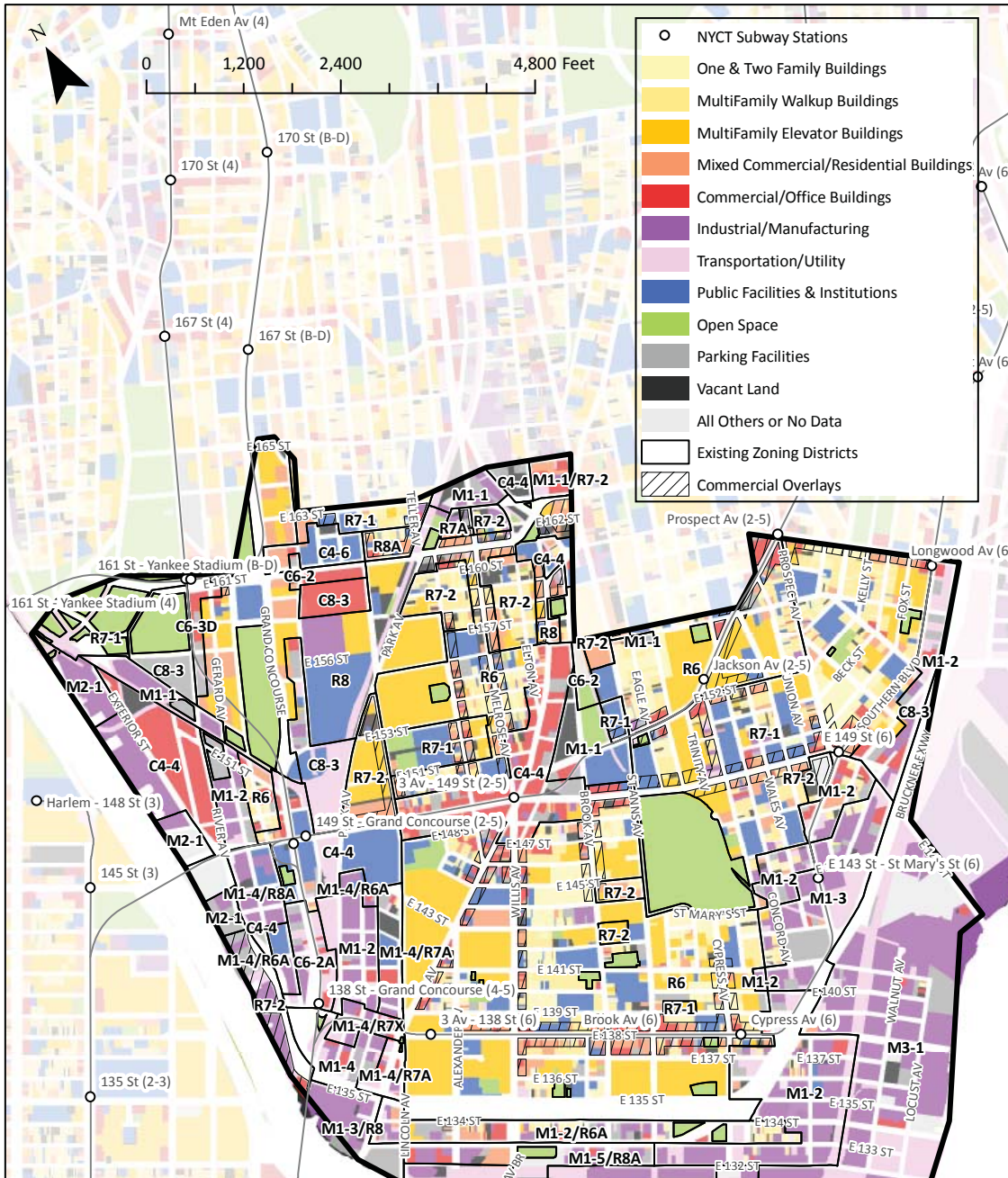


A 23-story building on Park Avenue, built atop the Metro-North railroad tracks, built between 1961 and 1997



A six-story building on East 162nd Street, built before 1961

**ZONE
A
5: SOUTH BRONX**



→ ZIP CODE DATA

South Bronx: ZIP Codes 10451, 10454, 10455

Population	113,402	
Households	38,253	
Married, with Children	4,912	17.96%
Married, without Children	4,109	15.02%
Unmarried, with Children	10,026	36.66%
Unmarried, without Children	6,798	24.85%
Nonfamilies	1,507	5.51%
Households with No Vehicle	30,766	80.17%
Households with 1 Vehicle	6,580	17.15%
Households with 2 Vehicles	854	2.23%
Households with 3+ Vehicles	174	0.45%
Households with Income under \$58,155 (in 2008 dollars)*	31,748	82.78%
Households with Income over \$58,155 (in 2008 dollars)*	6,605	17.22%
Total Units	41,095	
Occupied Rental Units	35,143	85.52%
Occupied Owned Units	3,110	7.57%
Total Workers Age 16 and Over	26,694	
Drive	5,839	21.87%
Bus	3,397	12.73%
Subway	12,323	46.16%
Walk	3,465	12.98%
Other	1,124	4.21%
Worked at Home	546	2.05%

*\$45,000 in 1999 equaled a CPI-adjusted income of \$58,155 in 2008, the closest approximation possible to \$60,000 used in the Residential Parking Study and the 2006-2008 American Community Survey.

Source: 2000 United States Census, Tables H3, H44, P1, P18, P30, and P52; PLUTO

➔ LAND USE

- Large tracts of postwar public housing exist in the South Bronx, but mid-rise elevator buildings and walk-ups also line many streets.
- The Hub, East 138th Street, East 149th Street, East 161st Street, Courtland Avenue, Melrose Avenue, Westchester Avenue, Willis Avenue, and Third Avenue are all commercial corridors with ground-floor retail.
- St. Mary’s Park lies east of The Hub, and Franz Siegel Park and Joyce Kilmer Park lie adjacent to Borough Hall. Parks exist adjacent to the new Yankee Stadium; additional parkland in this area will be created once the old stadium is demolished. Randalls Island is separated from the area by the shallow, narrow Bronx Kill and the Harlem River Railyard; a pedestrian crossing connects Bronx residential areas to the island.
- The Bronx Civic Center and Yankee Stadium can be found in this area, along with The Hub, Lincoln Hospital, and a new shopping center on the site of the former Bronx Terminal Market.

Developments Through 2008

Nearly 7 percent of residential units in this area were built between 2000 and 2008 – a share more than 4 percentage points below the “A” zones average but nearly identical to the average share of new unit production throughout the entire Inner Ring.

New Housing Units, 2000-2008: South Bronx					
Units through 2000	New Units, 2000-2008	Units through 2008	% New Units, 2000-2008	% New Units, Inner Ring, 2000-2008	% New Units, All A Zones, 2000-2008
44,191	3,175	47,366	6.70%	6.63%	10.75%
			Difference:	0.07%	-4.05%

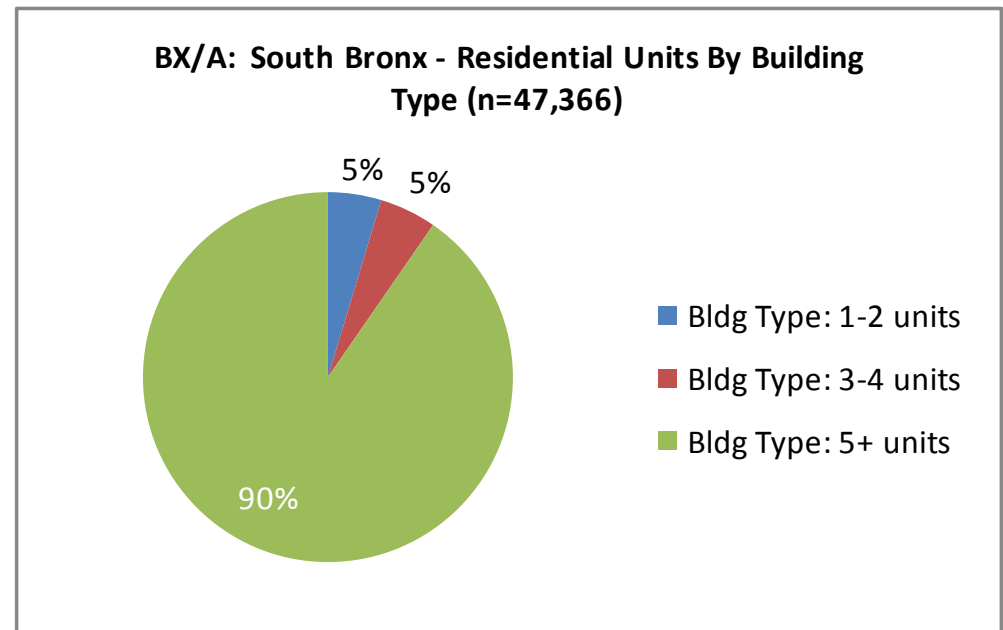
Source: PLUTO. Census data relies on responses from recipients; PLUTO data is from NYC Department of Finance records. This accounts for the discrepancy in total housing units.

By 1996, the residential rebuilding of the South Bronx had already been underway for over a decade following the disinvestment and arson epidemic that lasted from approximately 1965 through 1985. However, comparisons of NYCityMap aerial

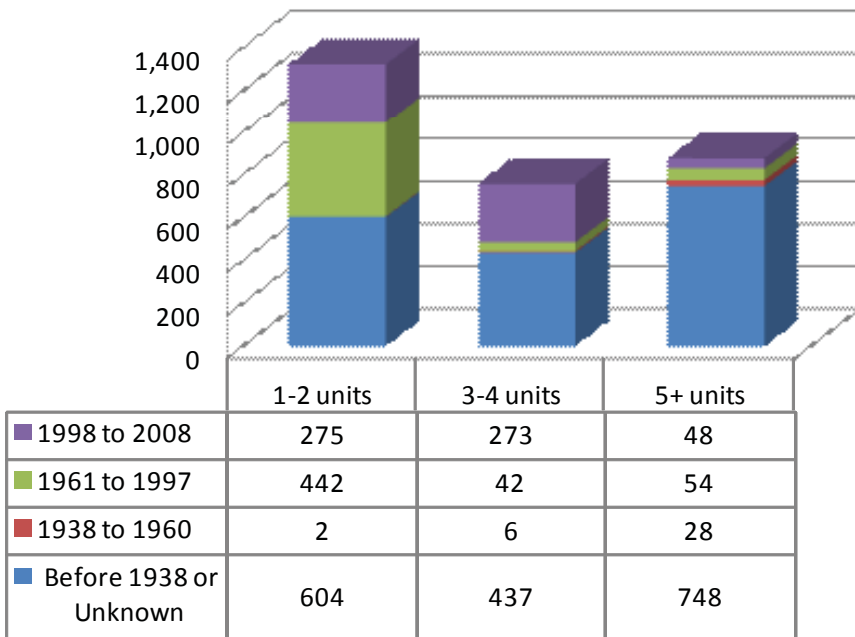
views of this area from 1996 and 2008 reveal a tremendous amount of remaining vacant land in 1996. An entire swath of land north and south of St. Mary’s Park extending roughly 1.5 miles north to south and half a mile east to west, had numerous large vacant sites, despite new construction which had already reclaimed several blockfronts. By 2008 a clear majority of these sites had been redeveloped, but several smaller lots – and a few large ones north and south of 149th Street west of Prospect Avenue – remained vacant.

➔ HOUSING

There are almost 47,400 dwelling units found within nearly 3,000 buildings in the South Bronx. Residential buildings with five or more units account for 90 percent of all housing. While a solid majority of the total housing stock was built before 1938, pre-1938 housing only dominates buildings with five or more units. Thirty-six percent of buildings with three to four units date from 1998 to 2008, while 33 percent of one- to two-unit buildings were built between 1961 and 1997 and 21 percent were built between 1998 and 2008. From 1998 to 2008, buildings with one to two units and three to four units were virtually tied for the most common type of new residential housing constructed.



BX/A: South Bronx - Residential Building Type by Year Built (n=2,959)



Source: MapPLUTO 2010

➔ **VEHICLE OWNERSHIP**

In 2008, there were nearly 11,200 vehicles registered to addresses in this neighborhood, or 0.24 vehicles registered per dwelling unit. Publicly subsidized NYCHA units accounted for over 28 percent of all housing; HPD units comprised an additional 3.7 percent. While the vehicular registration ratio for NYCHA housing was slightly lower higher than that of market-rate housing, HPD units had a ratio more than double that of unsubsidized developments. This area has a large presence of Nehemiah housing and other developments built with accessory parking on the lots burnt out by the 1965-1985 arson epidemic.

Vehicle Registrations by Housing Subsidy Type: South Bronx					
Borough and Zone	Public Subsidy Type	Total Residential Units by Public Subsidy (through 2006)	Percentage of Units	DMV 2008 Registrations	Ratio
BX-A	All Other Housing	31,290	68.2%	7,464	0.24
BX-A	Public Subsidy - HPD	1,710	3.7%	807	0.47
BX-A	Public Subsidy - NYCHA	12,892	28.1%	2,890	0.22
BX-A Total		45,892	100.00%	11,161	0.24

Sources: PLUTO, DMV 2008 Registration data. Residential units built in 2007 and 2008 (and the DMV data for those buildings) were not included since newly-erected buildings often take time to become fully occupied.

➔ **ZONING**

Zoning Designations Occupying Over 5 Percent of the Profile Area

No one residential zoning type is dominant, but over 35 percent of the profile area is zoned R6. R7-1 districts occupy over 15 percent of the area, and R8 over 10 percent. C4-4 and R7-2 districts each also occupy over 5 percent of the profile area. See “Descriptions of Major Zoning Districts within the Inner Ring” for a more thorough discussion of each of these zoning districts’ accessory parking requirements.

Rezoning 1996-2008

A wide variety of other zoning designations exist throughout this area. In addition, Special Mixed Use Districts, which allow residential and light industrial uses in close proximity to each other, are zoned along and adjacent to Bruckner Boulevard west of Willow Avenue, and at two locations in the very southwestern corner of the Bronx, in Mott Haven.

Several rezonings in recent years have impacted the area:

- Port Morris Special Mixed Use District (1997): DCP created the City’s first Special Mixed Use District upon five blocks at the southern end of the Bronx, mostly bounded by Bruckner Boulevard, Third Avenue, East 134th Street and Brown Place. The rezoning was intended to repurpose formerly industrial buildings for non-industrial uses such as residences, ground-floor retail, and exhibit spaces. This district, designated MX-1, is zoned M1-2/R6A. Antique business increasingly occupied the ground floors of these rezoned buildings, and upper-floor units were

also renovated.

- **Morrisania Rezoning (August 2003):** This Special Mixed Use District (MX-7), which just touches the northern edge of the area, created an M1-1/R7-2 district out of approximately half of an existing M1-1 district from East 163rd Street to north of East 168th Street, and roughly from west of Washington Street to east of Third Avenue.
- **Port Morris/Bruckner Boulevard Rezoning (March 2005):** This action extended the five-block 1997 Port Morris Special Mixed Use District (MX-1; described above) to include additional blocks, stretching from Park Avenue to the west towards Willow Avenue to the east. Parts of existing manufacturing (M1-2, M2-1 and M3-1) districts were rezoned as M1-2/R6A, M1-5/R8A, and M1-3/R8 districts. Residential uses and community facilities were permitted in buildings which previously only allowed manufacturing uses, and existing residential buildings were brought into conformity. The rezoning also sought to revitalize vacant and under-used parcels.

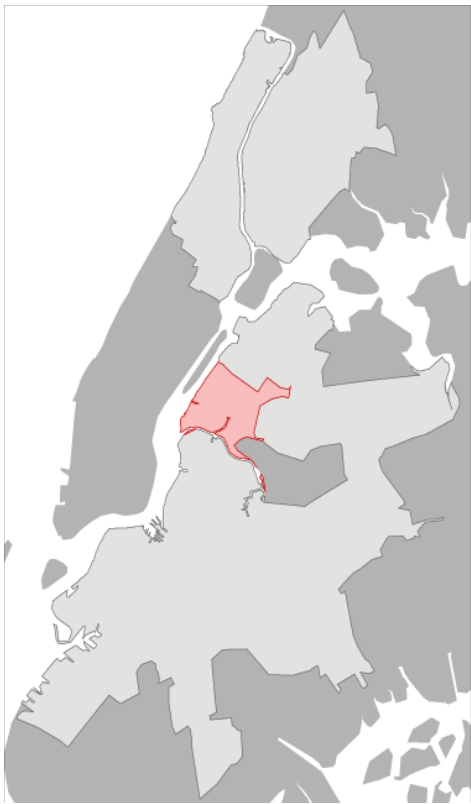
Rezoning Actions After 2008

- **Lower Concourse Rezoning (June 2009):** Thirty blocks in the southwest corner of the Bronx were rezoned, largely to convert manufacturing to commercial and Special Mixed Use districts, map a park along the Harlem River, create a Waterfront Access Plan, and establish a Special Harlem River Waterfront District. This transit-rich area was seen as underutilized and ripe for transformation into a mixed-use, mixed-income community which would better connect Mott Haven and Port Morris. As adopted, the rezoning encompassed an irregular U-shaped area west of Morris Avenue, south of East 149th Street, and north of East 135th Street.
- **161st Street/River Avenue Rezoning (September 2009):** Part or all of eight blocks grouped in two separate clusters were rezoned under this initiative. The rezoning sought to augment the Bronx Civic Center area by creating new residential, commercial, and community facility development opportunities. C8-3 (automotive) and R8 districts along River Avenue were rezoned to a new high-density C6-3D district, deployed to encourage affordable Inclusionary Housing developments near the subway. On East 161st Street, another C8-3 and R8 pair was rezoned to C6-2, and one block of an R7-1 district was upzoned to R8A.

Proposed Rezonings

- DCP is considering a rezoning study for an area bounded by East 149th Street, Brook Avenue, East 153rd Street, and Bergen Avenue. It is likely that the

proposed rezoning districts will permit residential development and retail uses, especially a supermarket. The rezoning concept for the study area is in a very preliminary stage. The DCP Bronx Office is collaborating with HPD and EDC, since the study area encompasses urban renewal sites which would involve both of these agencies.



LONG ISLAND CITY

11101



A four-story building on Borden Avenue built between 1998 and 2008



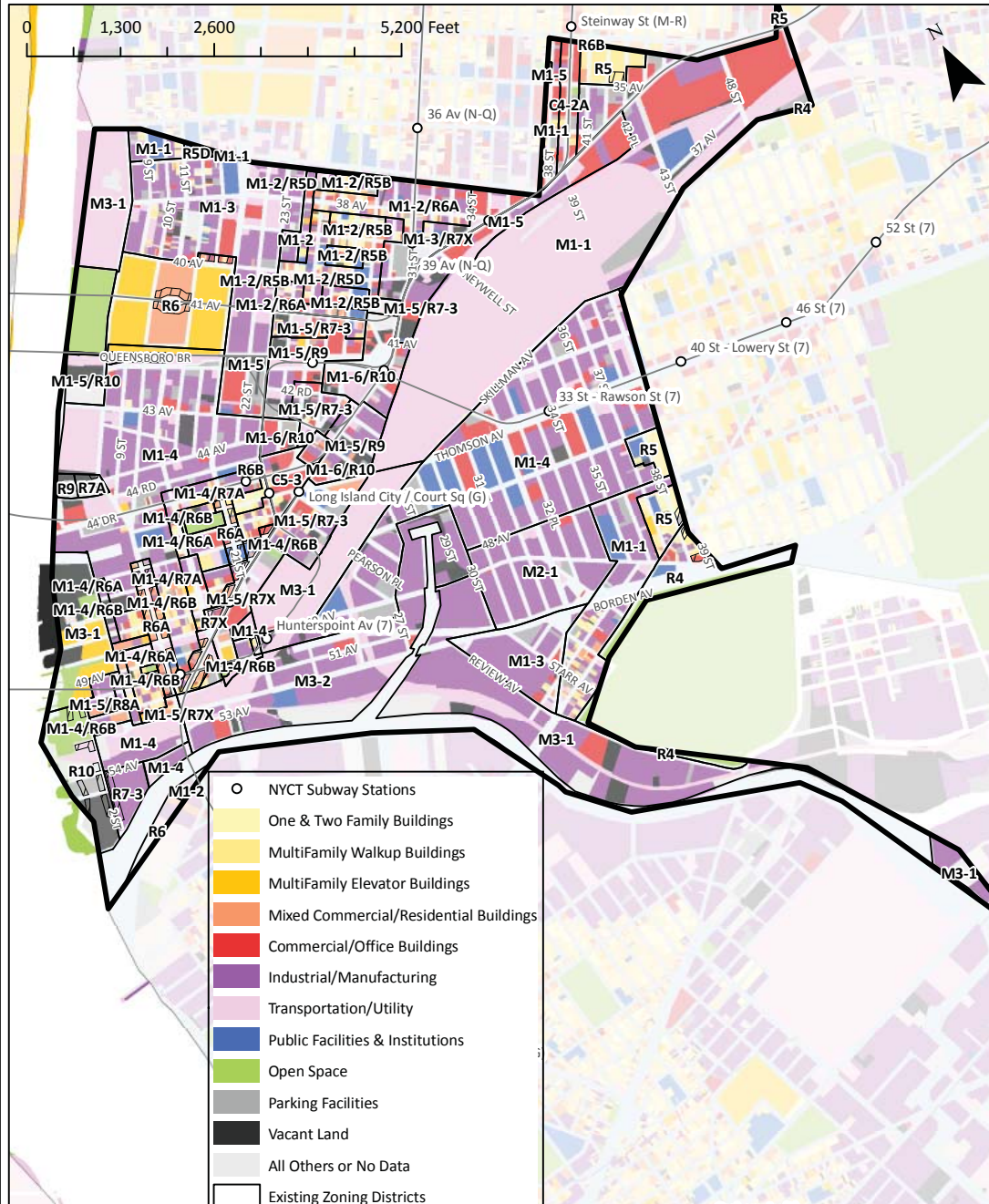
A six-story building on 37th Street built between 1961 and 1997



A three-story building on Vernon Boulevard built before 1961

ZONE
A

19: LONG ISLAND CITY



➔ ZIP CODE DATA

Long Island City: ZIP Code 11101		
Population	25,595	
Households	9,563	
Married, with Children	1,403	21.57%
Married, without Children	1,411	21.70%
Unmarried, with Children	1,448	22.27%
Unmarried, without Children	1,261	19.39%
Nonfamilies	980	15.07%
Households with No Vehicle	6,325	64.93%
Households with 1 Vehicle	2,821	28.96%
Households with 2 Vehicles	539	5.53%
Households with 3+ Vehicles	57	0.59%
Households with Income under \$58,155 (in 2008 dollars)*	6,618	67.66%
Households with Income over \$58,155 (in 2008 dollars)*	3,163	32.34%
Total Units	9,866	
Occupied Rental Units	8,299	84.12%
Occupied Owned Units	1,264	12.81%
Total Workers Age 16 and Over	9,420	
Drive	1,935	20.54%
Bus	410	4.35%
Subway	5,266	55.90%
Walk	1,176	12.48%
Other	391	4.15%
Worked at Home	242	2.57%

*\$45,000 in 1999 equaled a CPI-adjusted income of \$58,155 in 2008, the closest approximation possible to \$60,000 used in the Residential Parking Study and the 2006-2008 American Community Survey.

Source: 2000 United States Census, Tables H3, H44, P1, P18, P30, and P52; PLUTO

→ LAND USE

- The area is characterized by a one/two family buildings and mixed use commercial and residential buildings, as well as a few multifamily elevator buildings. Jackson Avenue, Queens Plaza, and the East River waterfront have particularly seen new high-rise development in recent years.
- Commercial corridors with ground-floor retail include portions of 21st Street, Jackson Avenue, Queens Plaza, and Vernon Boulevard.
- John Murray Playground is located between 45th Avenue and 45th Road. Gantry Plaza State Park and Queensbridge Park lie on the area’s western edge.
- Long Island City is home to the P.S.1. Contemporary Art Center.

Developments Through 2008

By a wide margin, Long Island City had a higher share of units built between 2000 and 2008 than any other profile area. Nearly 30 percent of residential units in this area were built between 2000 and 2008 – a share almost three times that of the “A” zones average and more than four times the average new unit production throughout the entire Inner Ring¹.

Although land uses in this area tend towards manufacturing, significant new construction has taken place over the past several years, particularly along the southern waterfront, near Court Square, and adjacent to and north of Queens Plaza. Comparisons of NYCityMap aerial views of this area from 1996 and 2008 in particular reveal the significant transformation of the waterfront.

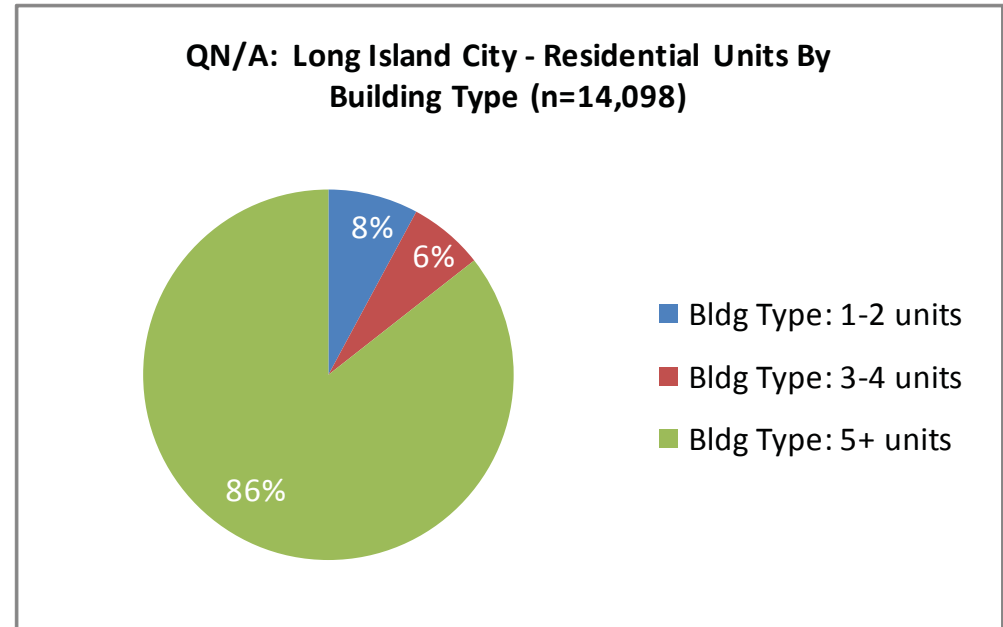
¹ Data for this profile area includes ZIP code 11109, which encompasses one large tower on the block bounded by 48th Avenue, 5th Street, 49th Avenue, and the East River.

New Housing Units, 2000-2008: Long Island City					
Units through 2000	New Units, 2000-2008	Units through 2008	% New Units, 2000-2008	% New Units, Inner Ring, 2000-2008	% New Units, All A Zones, 2000-2008
9,931	4,167	14,098	29.56%	6.63%	10.75%
			Difference:	22.93%	18.81%

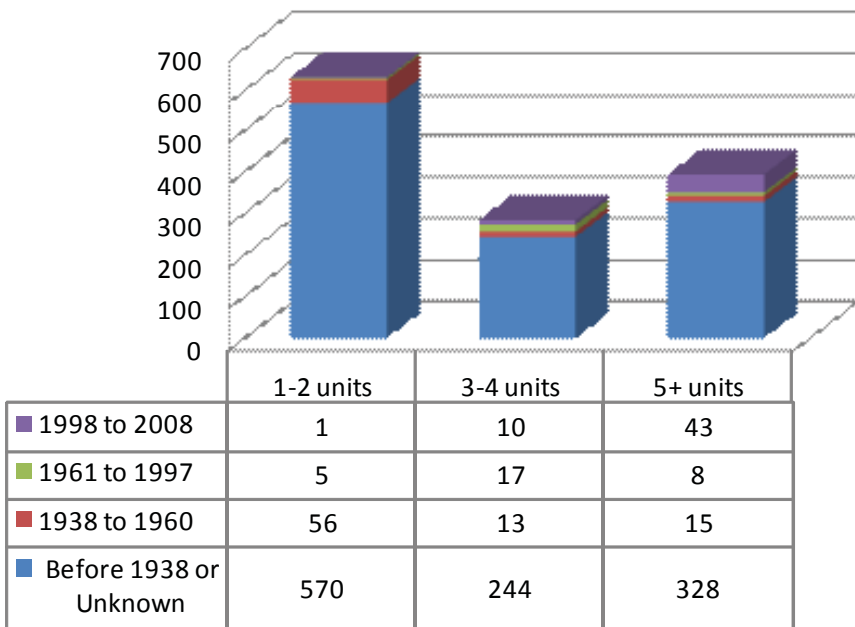
Source: PLUTO. Census data relies on responses from recipients; PLUTO data is from NYC Department of Finance records. This accounts for the discrepancy in total housing units.

→ HOUSING

There are almost 14,100 dwelling units found within over 1,300 buildings in Long Island City. Residential buildings with five or more units account for 86 percent of all housing. An overwhelming majority of the housing stock was built before 1938, but a noticeable uptick between 1998 and 2008 occurred in the amount of new buildings with five or more units. Buildings of this size were the most common type of new residential housing constructed.



QN/A: Long Island City - Residential Building Type by Year Built (n=1,310)



Source: MapPLUTO 2010

→ VEHICLE OWNERSHIP

In 2008, there were nearly 4,300 vehicles registered to addresses in this neighborhood, or 0.37 vehicles registered per dwelling unit. Publicly subsidized NYCHA units accounted for 27 percent of all housing; HPD units were nearly nonexistent. The vehicular registration ratio for NYCHA housing was significantly lower than that of market-rate housing.

Vehicle Registrations by Housing Subsidy Type: Long Island City					
Borough and Zone	Public Subsidy Type	Total Residential Units by Public Subsidy (through 2006)	Percentage of Units	DMV 2008 Registrations	Ratio
QN-A	All Other Housing	8,508	72.9%	3,292	0.39
QN-A	Public Subsidy - HPD	9	0.1%	5	0.56
QN-A	Public Subsidy - NYCHA	3,149	27.0%	992	0.32
QN-A	Total	11,666	100.00%	4,289	0.37

Sources: PLUTO, DMV 2008 Registration data. Residential units built in 2007 and 2008 (and the DMV data for those buildings) were not included since newly-erected buildings often take time to become fully occupied.

→ ZONING

Zoning Designations Occupying Over 5 Percent of the Profile Area

No one residential zoning type is dominant. R6 and R10 districts both occupy over 10 percent of the profile area. In descending order, M1-4/R6B, M1-5/R7-3, R4, M1-5/R9, and M1-2/R6A districts each also occupy over 5 percent of the profile area. See “Descriptions of Major Zoning Districts within the Inner Ring” for a more thorough discussion of each of these zoning districts’ accessory parking requirements.

Rezoning 1996-2008

- In July 2001, the Long Island City Rezoning established the special Long Island City Special Mixed Use District, including three subdistricts: Hunters Point, Court Square, and Queens Plaza. Restrictions on residential development in Court Square were eliminated as a result of the rezoning, but other provisions with regards to high density development remained unchanged. The most significant changes were in the Queens Plaza subdistrict, in which light manufacturing zoning districts were rezoned to mixed-use zoning districts. This subdistrict has four areas where a residence district is paired with a manufacturing district: M1-6/R10, M1-5/R9, and M1-5/R7-3. Rezoning also allowed for an approximately 1.5 million square foot building to be constructed on the site of the former Queens Plaza Municipal Garage.

These regulations were approved in a 1995 text amendment. Section 13-11 of the Zoning Resolution and subsequent sections supersede the underlying requirements

of Article II, Chapter 5 and Article III, Chapter 6 within the area shown in the map below, which is from Appendix C of the March 2009 Residential Parking Study¹. In most of this area (see map), no off-street parking is required for residences, and a maximum of 1.00 spaces per dwelling unit may be provided. However, in a smaller subsection, off-street accessory parking for residences may not exceed .50 spaces per dwelling units or 200 spaces, whichever is less².

- In October 2008, a 40-block rezoning of Dutch Kills was approved by the City Council. Most of the zoning action falls within this profile area; a small percentage is in Astoria.) Mixed-use and contextual zoning districts were used to balance preserving the area's light industrial character and allowing denser, larger-scale residential development, especially along major avenues. A major component of the rezoning was the addition of a Dutch Kills Special Mixed Use to the Special Long Island City Mixed Use District (described above). However, unlike the three sub district created as part of the 2001 Long Island City rezoning, there are no parking maximums. However, several other provisions were put in place³.

A cluster of blocks along the East River waterfront is not included in the Long Island City Mixed-Use Special District. Several high-rise apartment buildings have been built in this area over the past 15 years as part of the Empire State Development Corporation's Queens West development. Accessory parking is governed by the development's General Project Plan, which states that approximately .60 parking spaces per unit are to be provided⁴. This resulted in 3,081 planned accessory

1 The maximum 1.00 parking space per DU boundaries are as follows: Queens Plaza North, 21st Street, 41st Avenue, 29th Street, 40th Road, Northern Boulevard, 43rd Street, Skillman Avenue, 39th Street, 48th Avenue, 30th Street, 49th Avenue, Dutch Kills Canal, Newtown Creek, the East River, the westerly prolongation of 50th Avenue, Center Boulevard, 49th Avenue, Fifth Street, Anable Basin, and the East River.

2 The maximum .50 parking space per DU or 200 spaces boundaries are 23rd Street, 41st Avenue, 29th Street, 40th Road, Northern Boulevard, 41st Avenue, the north Sunnyside Yards property line, and Davis Street.

3 Among them: Any accessory parking area below 33 feet was exempted from being considered part of the zoning floor area; Curb cuts for residential developments would be allowed on lots less than 40 feet wide in M1-2/R5B districts; parking waivers would only be permitted for developments that require five or fewer spaces in M1-3/R7X districts; and parking waivers would be forbidden on subdivided zoning lots within M1-2/R6A and M1-3/R7X Districts subdivided after the zoning took effect. City Planning Commission, September 8, 2008/Calendar No. 1: N 08428 ZRQ, pp 9-10

4 Empire State Development Corporation Hunters Point (Queens West) Waterfront Development Land Use Improvement Project, Modified and Restated General Project Plan, March 17, 2009, p.2

spaces as of March 2009⁵.

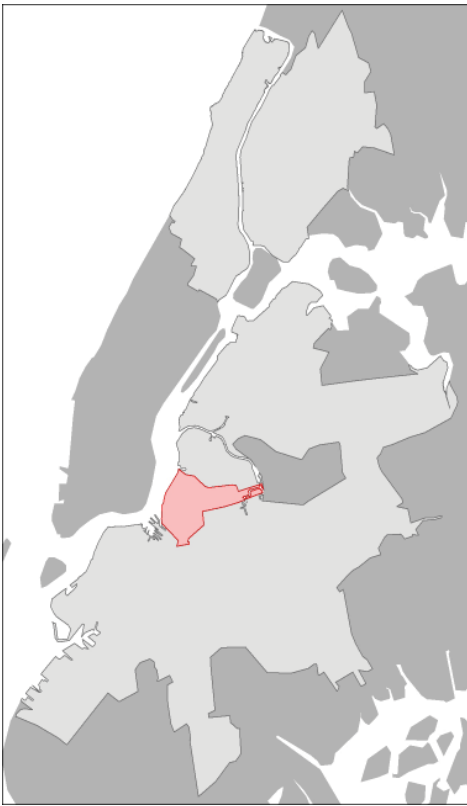
Rezoning Actions After 2008

- No major rezonings have been enacted in this profile area.

Proposed Rezoning

- No major rezoning actions have been proposed as of November 2010.





WILLIAMSBURG

11211



A seven-story building on Maspeth Avenue built between 1998 and 2008

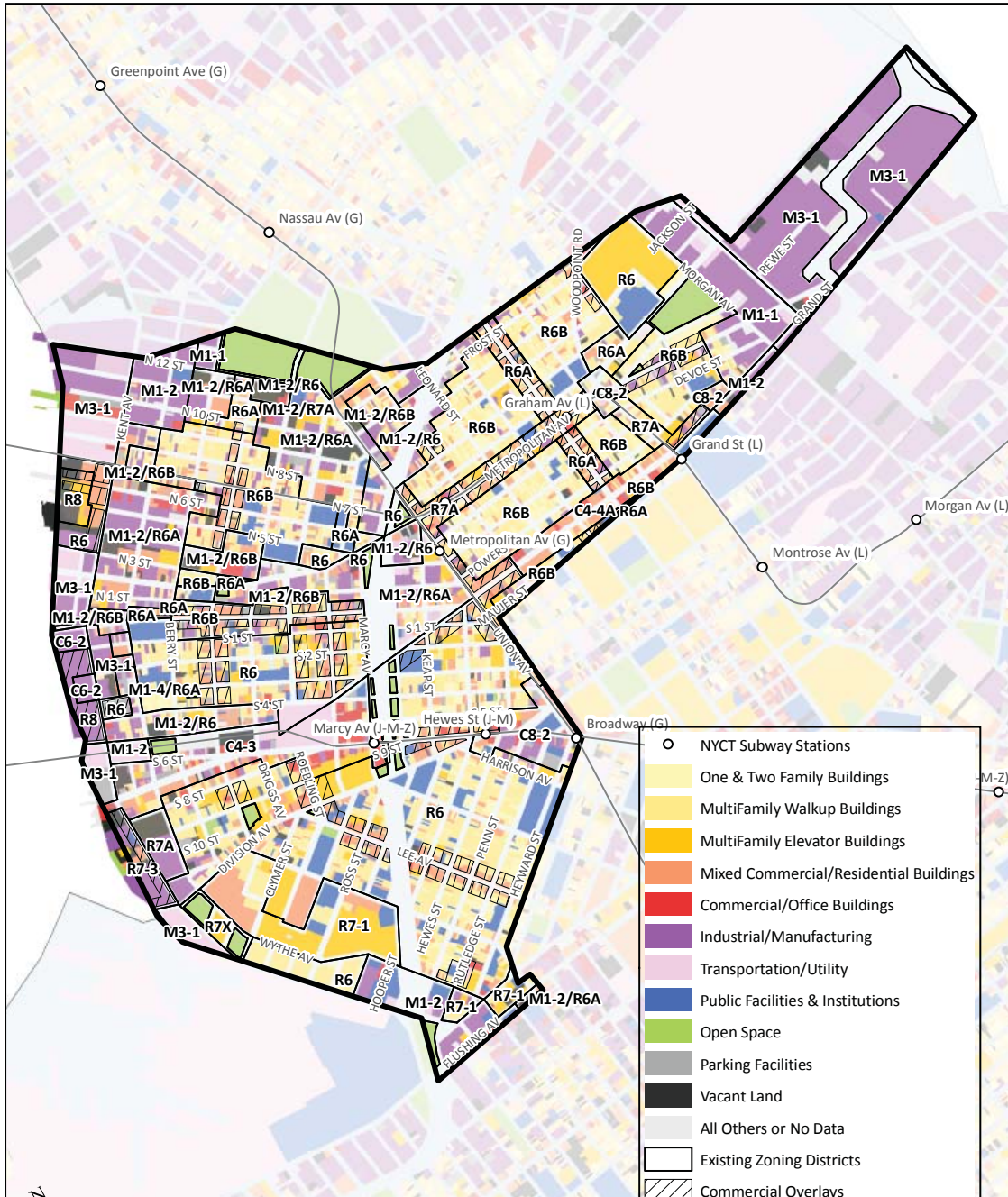


A three-story building on North 4th Street built between 1961 and 1997



A four-story building (at left) on Metropolitan Avenue built before 1961

ZONE
A
9: WILLIAMSBURG



➔ ZIP CODE DATA

Williamsburg: ZIP Code 11211		
Population	85,089	
Households	27,859	
Married, with Children	6,909	33.93%
Married, without Children	4,709	23.12%
Unmarried, with Children	2,856	14.02%
Unmarried, without Children	3,025	14.85%
Nonfamilies	2,866	14.07%
Households with No Vehicle	19,829	70.99%
Households with 1 Vehicle	7,018	25.13%
Households with 2 Vehicles	797	2.85%
Households with 3+ Vehicles	287	1.03%
Households with Income under \$58,155 (in 2008 dollars)*	20,776	74.52%
Households with Income over \$58,155 (in 2008 dollars)*	7,103	25.48%
Total Units	29,215	
Occupied Rental Units	24,325	83.26%
Occupied Owned Units	3,534	12.10%
Total Workers Age 16 and Over	26,320	
Drive	5,247	19.94%
Bus	2,463	9.36%
Subway	12,244	46.52%
Walk	4,698	17.85%
Other	780	2.96%
Worked at Home	888	3.37%

*\$45,000 in 1999 equaled a CPI-adjusted income of \$58,155 in 2008, the closest approximation possible to \$60,000 used in the Residential Parking Study and the 2006-2008 American Community Survey.

Source: 2000 United States Census, Tables H3, H44, P1, P18, P30, and P52; PLUTO

→ LAND USE

- The area is characterized by a mixture of one/two family buildings, multifamily walkup buildings, and a few multifamily elevator buildings and mixed commercial/residential buildings. Older buildings are primarily two-to three-story walkups, and while much new construction is on a similar scale, the most conspicuous new developments in Williamsburg have been large-scale, high-rise dwellings.
- Commercial corridors with ground-floor retail include Bedford Avenue, Broadway, Grand Street, and Metropolitan Avenue.
- McCarren Park is located between the northern border of Williamsburg and the southern border of Greenpoint. With 35 acres, the park offers a dog run and playground, along with several other recreational spaces. The McCarren Park Pool, one of the city’s largest, is being rehabilitated; it has been closed since the 1980s but in the 2000s was used for outdoor concerts and other purposes. William Sheridan playground lies on area’s the western edge, while Cooper Park is at the area’s eastern tip.
- Williamsburg is home to a variety of restaurants and bars, and the Brooklyn Brewery on North 11th Street.

Developments Through 2008

Over 14 percent of Williamsburg’s residential units were built between 2000 and 2008 – a share over 3 percentage points higher than that of the “A” zones average and more than double the average share of new unit production throughout the entire Inner Ring.

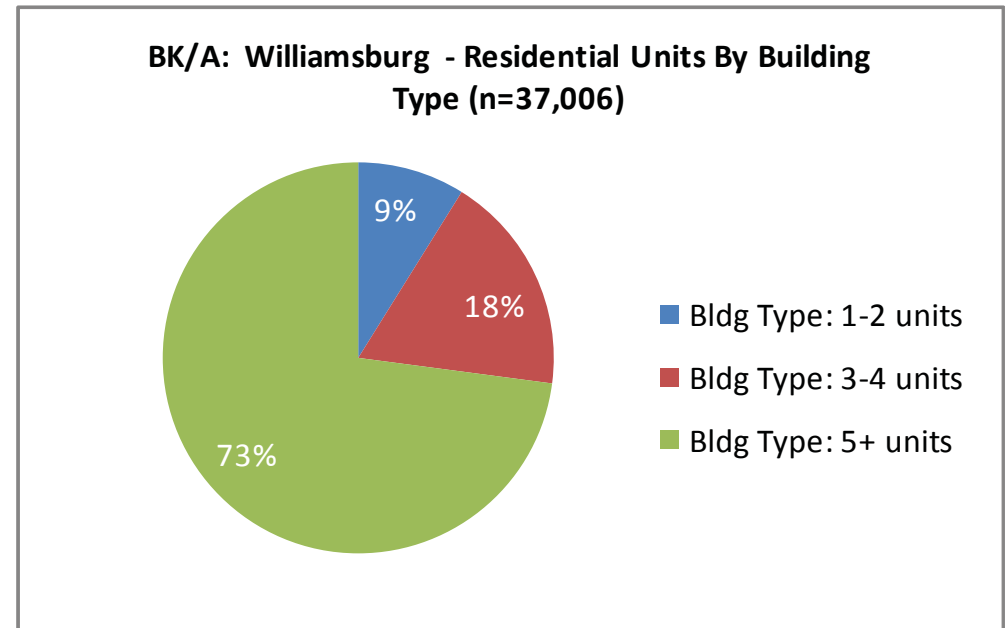
New Housing Units, 2000-2008: Williamsburg					
Units through 2000	New Units, 2000-2008	Units through 2008	% New Units, 2000-2008	% New Units, Inner Ring, 2000-2008	% New Units, All A Zones, 2000-2008
31,816	5,190	37,006	14.02%	6.63%	10.75%
			Difference:	7.39%	3.27%

Source: PLUTO. Census data relies on responses from recipients; PLUTO data is from NYC Department of Finance records. This accounts for the discrepancy in total housing units.

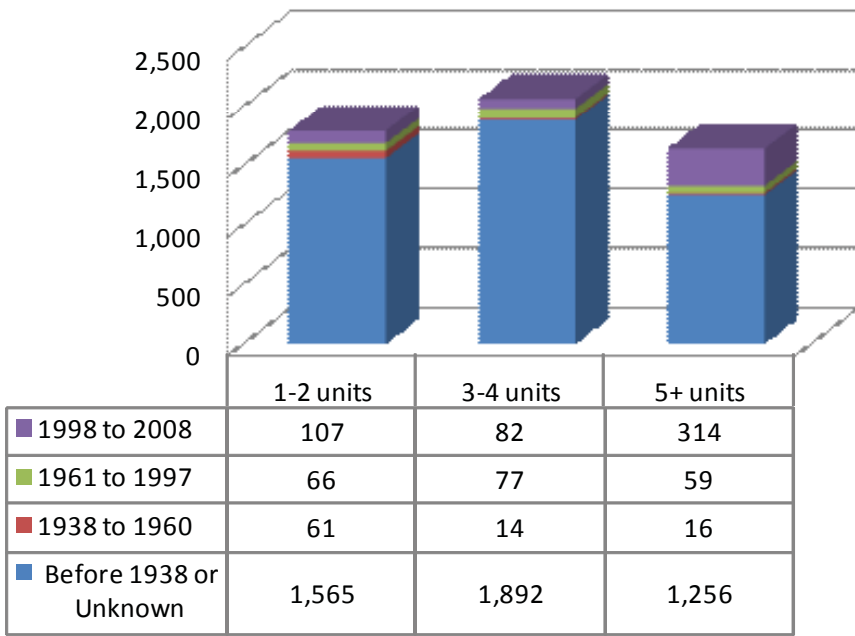
High-rise residential construction has accelerated in Williamsburg over the past decade, especially along the waterfront and adjacent to McCarren Park. Several inland sites have also seen considerable growth. One location in flux is the Southside area: Comparisons of NYCityMap aerial views of this community from 1996 and 2008 reveal scattered vacant lots and an industrial waterfront in 1996. By 2008, many of these lots had been developed and the waterfront was taking on a more residential character.

→ HOUSING

There are more than 37,000 dwelling units found within over 5,500 buildings in Williamsburg. Residential buildings with five or more units account for 73 percent of all housing, with buildings of three to four units accounting for 18 percent. The vast majority of housing stock was built before 1938, but 19 percent of all buildings with five or more units in the profile area were built between 1998 and 2008. Buildings of this size were the most common type of new residential housing constructed.



BK/A: Williamsburg - Residential Building Type by Year Built (n=5,509)



Source: MapPLUTO 2010

→ VEHICLE OWNERSHIP

In 2008, there were nearly 8,300 vehicles registered to addresses in this neighborhood, or 0.25 vehicles registered per dwelling unit. Publicly subsidized NYCHA units accounted for almost 7 percent of all housing; HPD units had a relatively minor presence at 1.5 percent. While the vehicular registration ratio for NYCHA housing was nearly equal to that of market-rate housing, HPD units had a ratio nearly twice as high as either other housing type.

Borough and Zone	Public Subsidy Type	Total Residential Units by Public Subsidy (through 2006)	Percentage of Units	DMV 2008 Registrations	Ratio
BK-A	All Other Housing	30,616	91.9%	7,529	0.25
BK-A	Public Subsidy - HPD	485	1.5%	218	0.45
BK-A	Public Subsidy - NYCHA	2,222	6.7%	533	0.24
BK-A	Total	33,323	100.00%	8,280	0.25

Sources: PLUTO, DMV 2008 Registration data. Residential units built in 2007 and 2008 (and the DMV data for those buildings) were not included since newly-erected buildings often take time to become fully occupied.

→ ZONING

Zoning Designations Occupying Over 5 Percent of the Profile Area

No one residential zoning type is dominant, but over 35 percent of the profile area is zoned R6, with R6B occupying an additional 20 percent. M1-2/R6A districts occupy over 10 percent of the profile area. R7-1 districts occupy over 5 percent. See “Descriptions of Major Zoning Districts within the Inner Ring” for a more thorough discussion of each of these zoning districts’ accessory parking requirements.

Rezoning 1996-2008

- In May 2005, a series of zoning actions were adopted in order to allow for new housing, commercial development and waterfront access along and inland from the 2 northernmost miles of Brooklyn’s East River waterfront, while retaining critical concentrations of industry. R6, R6A, R6B, and R7A zoning districts were added upland and height limits and building setbacks were implemented, while R6 and R8 zoning was enacted on the shore in tandem with a waterfront access plan. A C2-4 commercial overlay district was created along the upland edge of waterfront blocks, which permitted local retail use along these streets. Additional streetscape rules were also adopted in order to create a pedestrian-friendly environment.

Since enactment of the rezoning (and a smaller follow-up rezoning of 19 inland blocks in 2006), several high-rise developments have been built. While some of

them are along the waterfront, others are farther inland. McCarren Park in particular has been bracketed by new residential construction, but other neighborhoods well to the south and east have also seen new development.

Rezoning Actions After 2008

- In July 2009 the 175-block Greenpoint-Williamsburg Contextual Rezoning was enacted east of the 2005 rezoning, described above. Largely a contextual rezoning, portions of R6 districts were converted to R6A, R6B, and R7A in an effort to protect the built environment from out-of-scale developments, which had begun to appear over the prior decade. Commercial overlays were rezoned from C4-3 to C4-3A, and C4-4A to afford similar protections to retail corridors.

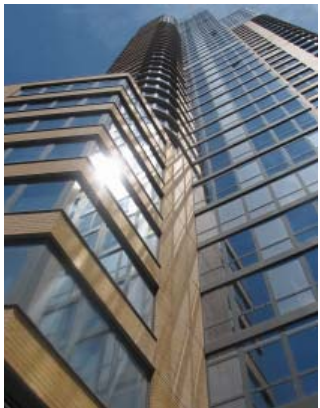
Proposed Rezonings

- No major rezoning actions have been proposed as of November 2010.



DOWNTOWN BROOKLYN

11201



A 40-story building on Gold Street and Flatbush Avenue built between 1998 and 2008

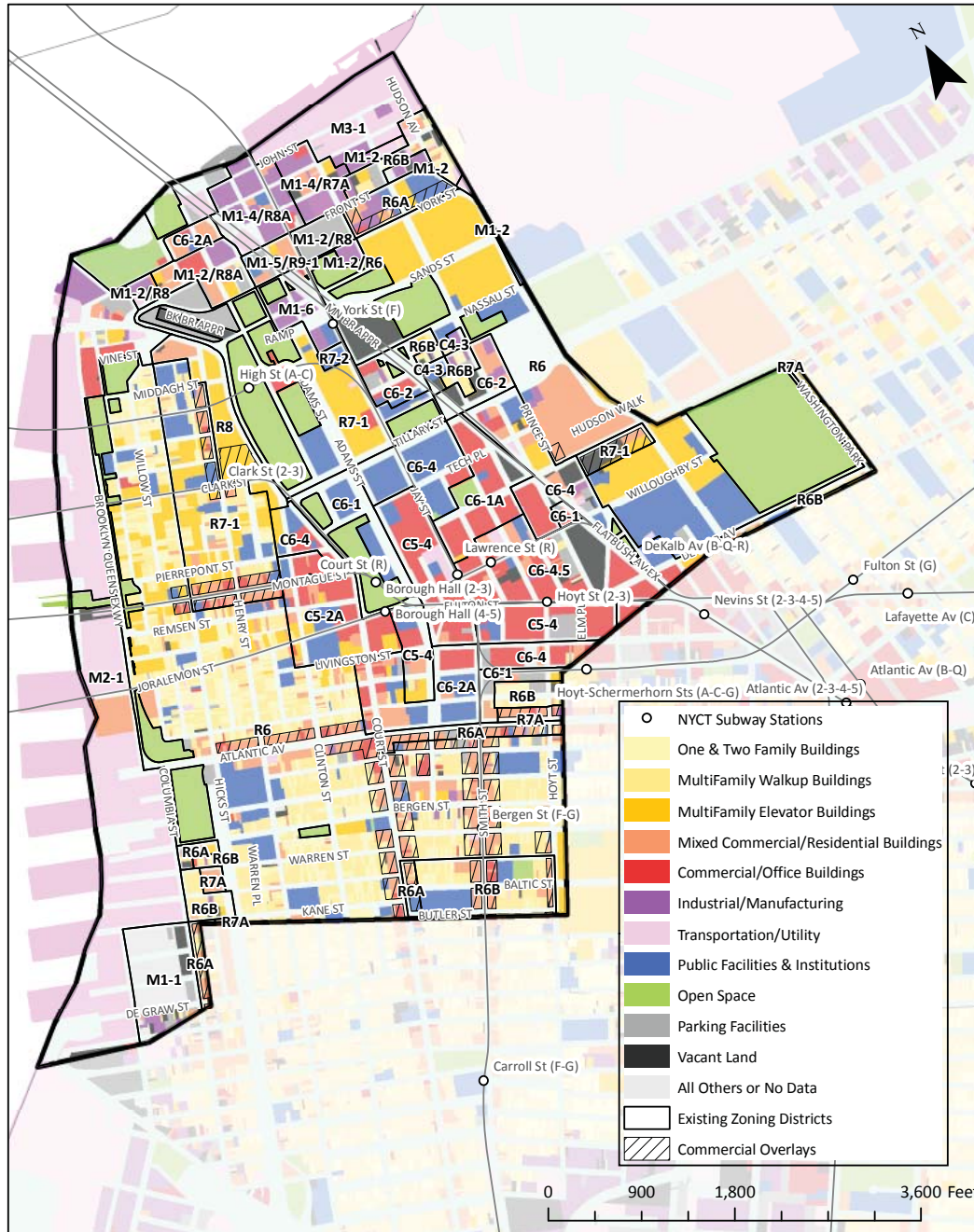


A three-story building on Willow Place built between 1961 and 1997



A four-story building on Hicks Street built before 1961

ZONE
A
10: DOWNTOWN BROOKLYN



➔ ZIP CODE DATA

Downtown Brooklyn: ZIP Code 11201

Population	47,746	
Households	21,544	
Married, with Children	2,294	19.83%
Married, without Children	3,794	32.79%
Unmarried, with Children	1,283	11.09%
Unmarried, without Children	1,590	13.74%
Nonfamilies	2,609	22.55%
Households with No Vehicle	14,414	66.89%
Households with 1 Vehicle	6,565	30.47%
Households with 2 Vehicles	508	2.36%
Households with 3+ Vehicles	61	0.28%
Households with Income under \$58,155 (in 2008 dollars)*	8,923	41.40%
Households with Income over \$58,155 (in 2008 dollars)*	12,628	58.60%
Total Units	22,428	
Occupied Rental Units	13,956	62.23%
Occupied Owned Units	7,588	33.83%
Total Workers Age 16 and Over	24,241	
Drive	2,503	10.33%
Bus	545	2.25%
Subway	15,649	64.56%
Walk	3,144	12.97%
Other	876	3.61%
Worked at Home	1,524	6.29%

*\$45,000 in 1999 equaled a CPI-adjusted income of \$58,155 in 2008, the closest approximation possible to \$60,000 used in the Residential Parking Study and the 2006-2008 American Community Survey.

Source: 2000 United States Census, Tables H3, H44, P1, P18, P30, and P52; PLUTO

➔ LAND USE

- The area is characterized by a mix of one/two family buildings and multi-family walkup buildings, multifamily elevator buildings, and mixed residential/commercial buildings. Unlike Williamsburg, Downtown Brooklyn has a longer history of high-rise buildings, some of them dating to the early 20th century. While recent development has generated additional high-rise structures, other smaller-scale development has also occurred over the past decade, such as the row of new three-story buildings along State Street between Smith and Hoyt streets.
- Commercial corridors with ground-floor retail include Atlantic Avenue, Boerum Place, Court Street, Montague Street, Flatbush Avenue, Fulton Street, Jay Street, and Willoughby Street. The Fulton Mall is a major shopping corridor; only buses and emergency vehicles are permitted to use Fulton Street between Brooklyn Bridge Boulevard and Flatbush Avenue.
- There are several recreational spaces in Downtown Brooklyn, including Empire Fulton State Park along the northern waterfront, Walt Whitman Park and Cadman Plaza Park, and Commodore Barry Park on the eastern edge. The Brooklyn Heights Promenade atop the Brooklyn-Queens Expressway offers views of lower Manhattan. Willoughby Square, a planned park south of Willoughby Street between Duffield and Gold streets, would sit atop a 700-space underground parking garage.
- The New York Transit Museum is located on the corner of Boerum Place and Schermerhorn Street. Courthouses are along the Civic Center east of Cadman Plaza. Polytechnic University, Long Island University, and MetroTech are also located within Downtown Brooklyn.

Developments Through 2008

Fifteen and one half percent of Downtown Brooklyn’s residential units were built between 2000 and 2008 – a share nearly 5 percentage points higher than that of the “A” zones average and more than double the average new unit production throughout the entire Inner Ring.

Several widely scattered areas of Downtown Brooklyn saw heightened residential development over the past decade. The transition area between the business district and the edge of Boerum Hill saw new construction (as seen in these 1996 and 2008 views of the Hoyt-Schermerhorn area), especially between Atlantic Avenue and Livingston Street. DUMBO saw a handful of new buildings, but more residential conversions of formerly industrial buildings. Flatbush Avenue Extension began to see high-rises sprout east of MetroTech.

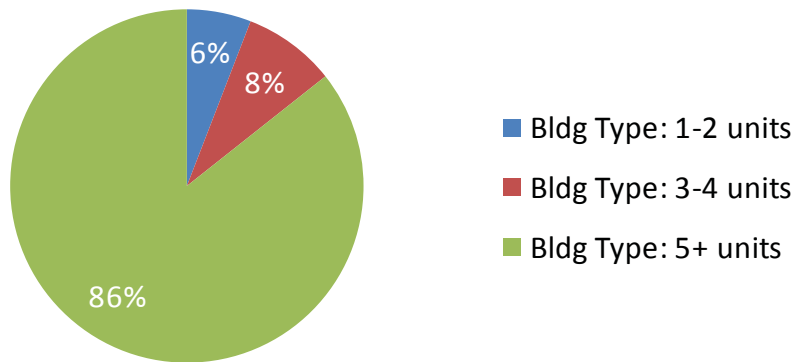
New Housing Units, 2000-2008: Downtown Brooklyn					
Units through 2000	New Units, 2000-2008	Units through 2008	% New Units, 2000-2008	% New Units, Inner Ring, 2000-2008	% New Units, All A Zones, 2000-2008
24,085	4,419	28,504	15.50%	6.63%	10.75%
			Difference:	8.87%	4.75%

Source: PLUTO. Census data relies on responses from recipients; PLUTO data is from NYC Department of Finance records. This accounts for the discrepancy in total housing units.

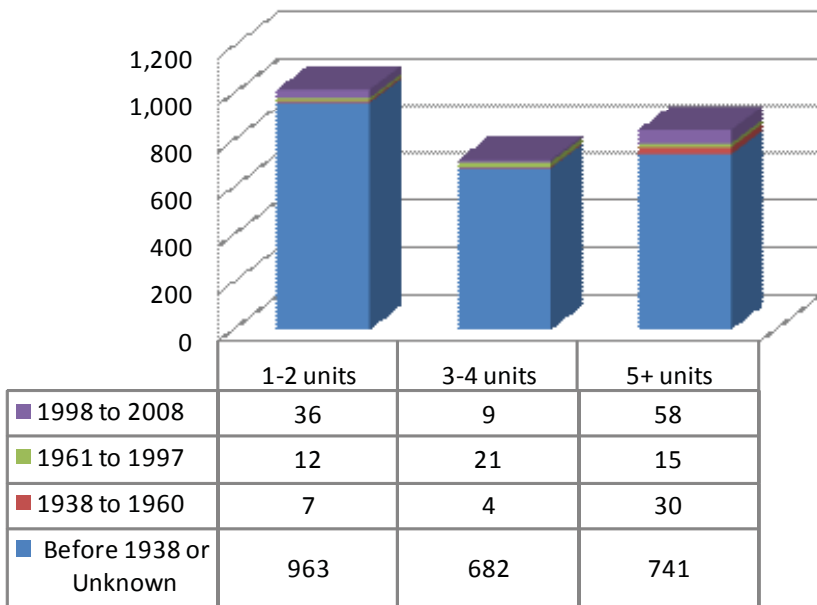
➔ HOUSING

There are more than 28,500 dwelling units found within nearly 2,600 buildings in Downtown Brooklyn. Residential buildings with five or more units account for 86 percent of all housing. The overwhelming majority of the housing stock was built before 1938. From 1998 to 2008, buildings with five or more units were the most common type of new residential housing constructed, but an increase in one- to two-unit construction was also evident.

BK/A: Downtown Brooklyn - Residential Units By Building Type (n=28504)



BK/A: Downtown Brooklyn - Residential Building Type by Year Built (n=2,578)



Source: MapPLUTO 2010

→ VEHICLE OWNERSHIP

In 2008, there were nearly 7,300 vehicles registered to addresses in this neighborhood, or 0.28 vehicles registered per dwelling unit. Publicly subsidized NYCHA units accounted for over 7 percent of all housing; HPD did not have a significant enough presence to draw conclusions about vehicle ownership. The vehicular registration ratio for NYCHA housing was significantly lower than that of market-rate housing.

Vehicle Registrations by Housing Subsidy Type: Downtown Brooklyn					
Borough and Zone	Public Subsidy Type	Total Residential Units by Public Subsidy (through 2006)	Percentage of Units	DMV 2008 Registrations	Ratio
BK-A	All Other Housing	23,620	92.2%	6,861	0.29
BK-A	Public Subsidy - HPD	60	0.2%	31	0.52
BK-A	Public Subsidy - NYCHA	1,932	7.5%	404	0.21
BK-A	Total	25,612	100.00%	7,296	0.28

Sources: PLUTO, DMV 2008 Registration data. Residential units built in 2007 and 2008 (and the DMV data for those buildings) were not included since newly-erected buildings often take time to become fully occupied.

→ ZONING

Zoning Designations Occupying Over 5 Percent of the Profile Area

Nearly 45 percent of the profile area is zoned R6. R7-1 districts also occupy over 10 percent of the profile area, and C6-4 and R6B districts each also occupy over 5 percent of the profile area. See “Descriptions of Major Zoning Districts within the Inner Ring” for a more thorough discussion of each of these zoning districts’ accessory parking requirements.

Rezoning 1996-2008

- In August 2003, the City Council adopted zoning changes to Bridge Plaza. Eight blocks which were previously zoned M1-1 were rezoned to C6-2, C4-3, and R6B in an effort to maintain and augment the community’s residential character. The rezoning also increased the percentage of lots conforming to zoning regulations and complying with bulk requirements.

- In May 2004, zoning changes were adopted in Downtown Brooklyn to encourage office space development and expansion in the commercial core, along with new open spaces and expanded academic and cultural facilities. The area south of MetroTech was rezoned to C6-4.5 to promote high-density office construction. The Jay Street area was rezoned to C6-4 to encourage additional academic and commercial uses. Areas east of Flatbush Avenue and south of Fulton Mall were also rezoned to C6-4 to encourage high-density residential and commercial developments. Myrtle Avenue frontage was rezoned to R7-1 with a C2-4 overlay, and southern Flatbush Avenue Area was rezoned to C6-2. Zoning was also enacted to provide a gradual transition between Downtown Brooklyn and Boerum Hill/Cobble Hill to the south.

Rezoning Actions After 2008

- In July 2009, a zoning amendment was approved for DUMBO. In an attempt to augment an existing Special Mixed Use district to the south and west created in 1999, this rezoning allowed conversion of loft spaces formerly used for manufacturing to residential uses – a practice which had been taking place in this neighborhood since the 1970s. Existing M1-2 and M3-1 areas were rezoned as part of an expansion of Special Mixed-Use Zoning District 2 to M1-4/R8A and M1-4/R7A.

Proposed Rezonings

- No major rezoning actions have been proposed as of November 2010.



INWOOD WASHINGTON HEIGHTS

10032
10033
10034
10040



A seven-story building on West 187th Street built between 1998 and 2008



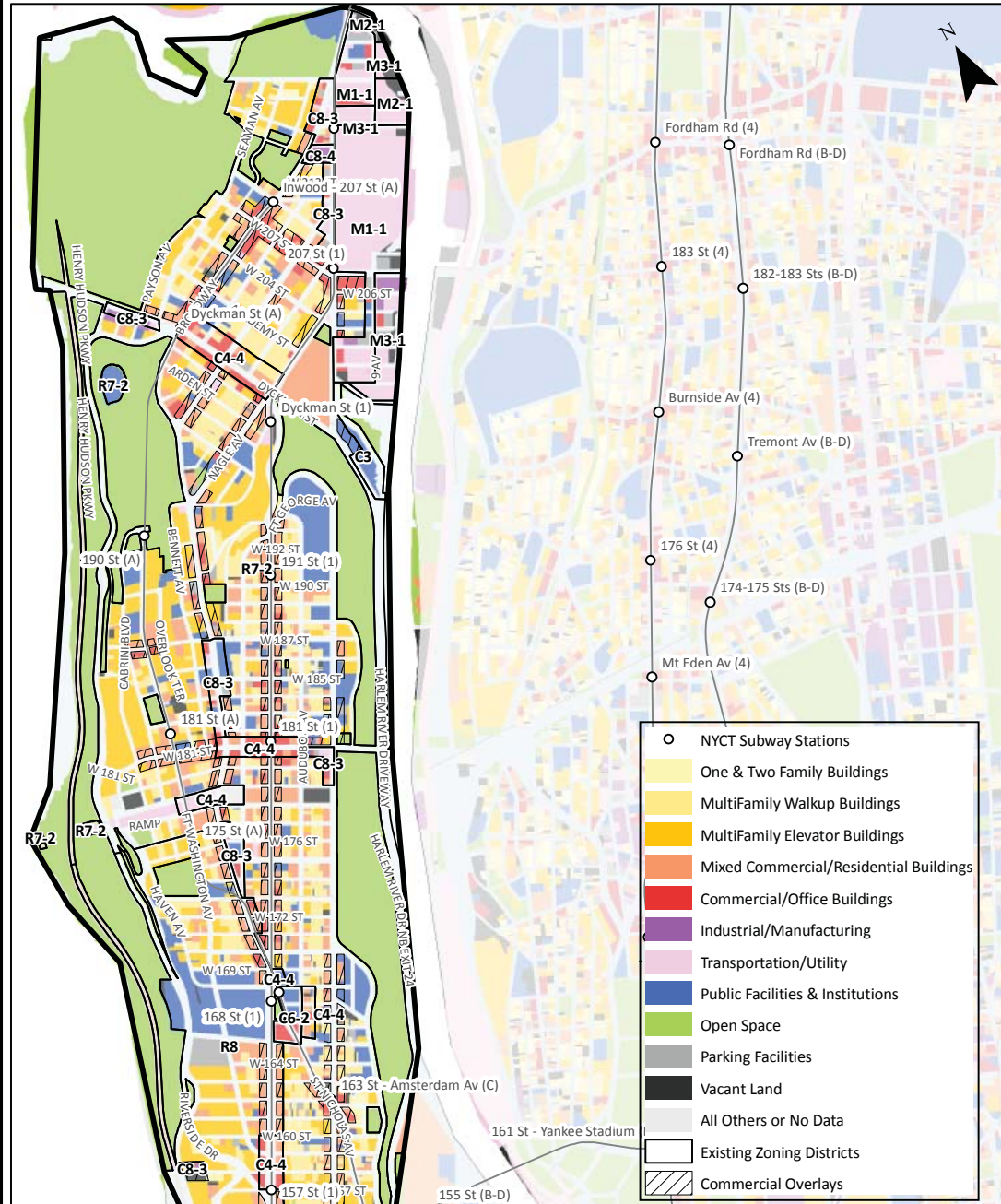
A 13-story building on Amsterdam Avenue built between 1961 and 1997



A six-story building on West 180th Street built before 1961

ZONE
B

4: WASHINGTON HEIGHTS, INWOOD



➔ ZIP CODE DATA

Washington Heights, Inwood: ZIP Codes 10032, 10033, 10034, 10040

Population	210,456	
Households	71,452	
Married, with Children	11,364	21.90%
Married, without Children	10,436	20.11%
Unmarried, with Children	13,078	25.21%
Unmarried, without Children	11,416	22.00%
Nonfamilies	5,589	10.77%
Households with No Vehicle	56,093	78.49%
Households with 1 Vehicle	13,465	18.84%
Households with 2 Vehicles	1,523	2.13%
Households with 3+ Vehicles	385	0.54%
Households with Income under \$58,155 (in 2008 dollars)*	49,718	69.52%
Households with Income over \$58,155 (in 2008 dollars)*	21,797	30.48%
Total Units	74,179	
Occupied Rental Units	66,860	90.13%
Occupied Owned Units	4,592	6.19%
Total Workers Age 16 and Over	72,046	
Drive	15,561	21.60%
Bus	7,712	10.70%
Subway	35,251	48.93%
Walk	8,144	11.30%
Other	2,876	3.99%
Worked at Home	2,502	3.47%

*\$45,000 in 1999 equaled a CPI-adjusted income of \$58,155 in 2008, the closest approximation possible to \$60,000 used in the Residential Parking Study and the 2006-2008 American Community Survey.

Source: 2000 United States Census, Tables H3, H44, P1, P18, P30, and P52; PLUTO

➔ LAND USE

- This area is dominated by high-density, multifamily housing, much of it five to seven stories tall. However, some taller structures, such as the Bridge Apartments over the Trans-Manhattan Expressway, also punctuate the skyline.
- Broadway, St. Nicholas Avenue, West 155th Street, West 181st Street, Dyckman Street, and West 207th Street are major commercial corridors with ground-floor retail. To a lesser degree, Amsterdam Avenue also has some commercial uses, and West 187th Street in the western portion of the study area also has a small but vibrant commercial core.
- High Bridge Park (which contains a municipal pool), Riverside Park, Inwood Hill Park and Fort Tryon Park are the largest recreational spaces in the area. Isham Park, Bennett Park, and Jay Hood Wright Park also provide recreational opportunities.
- Major attractions include The Cloisters, Columbia-Presbyterian medical complex, Yeshiva University, and Baker Field. The George Washington Bridge Bus Station also provides bus service to northern New Jersey and Rockland County, and contains enclosed retail spaces.

Developments Through 2008

Approximately one half percent of this profile area’s residential units were built between 2000 and 2008 – the lowest share of any profile area in this report. Washington Heights and Inwood’s share of new units was approximately 5 percentage points lower than that of the “B” zones average and over 6 percentage points lower than the average new unit production throughout the entire Inner Ring.

New Housing Units, 2000-2008: Washington Heights, Inwood					
Units through 2000	New Units, 2000-2008	Units through 2008	% New Units, 2000-2008	% New Units, Inner Ring, 2000-2008	% New Units, All B Zones, 2000-2008
73,154	363	73,517	0.49%	6.63%	5.48%
			Difference:	-6.14%	-4.99%

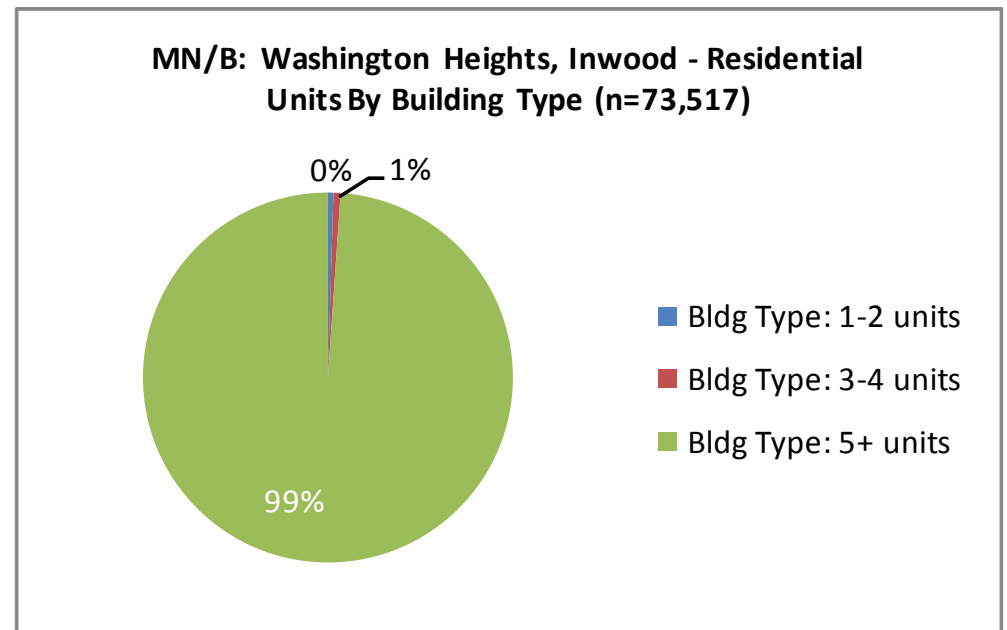
Source: PLUTO. Census data relies on responses from recipients; PLUTO data is from NYC Department of Finance records. This accounts for the discrepancy in total housing units.

The residential building stock has been remarkably consistent over the decades in Washington Heights and Inwood. Relatively few buildings here were completely

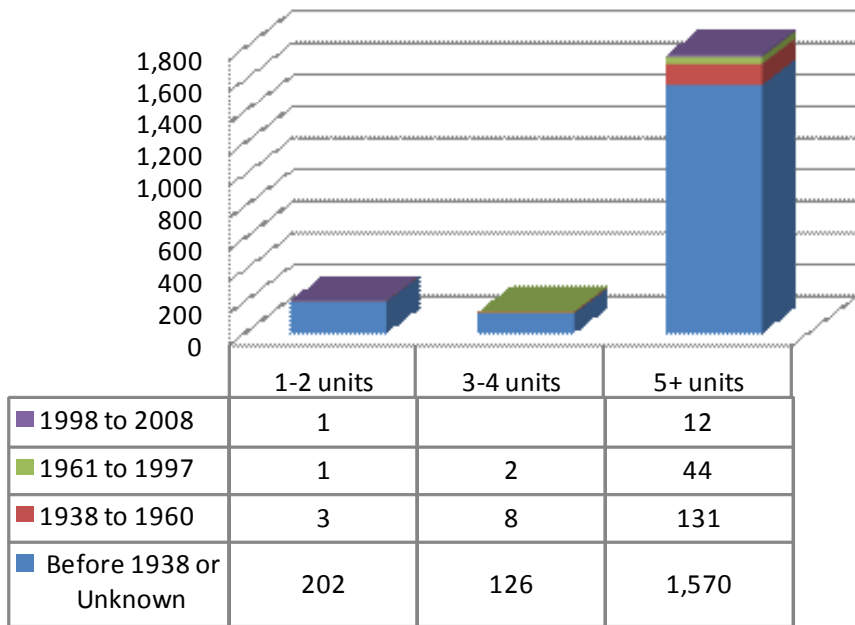
destroyed during the wave of arsons that engulfed Harlem and the South Bronx to the south and southeast. NYCMap views of Washington Heights from 1924 and 2008 demonstrate how little change (at least from the air) is evident over the course of nearly 85 years. Only the construction of Interstate 95 and expansion of Columbia-Presbyterian Medical Center has transformed significant swaths of real estate in recent decades.

➔ HOUSING

There are more than 73,500 dwelling units found within 2,100 buildings in Washington Heights and Inwood. Residential buildings with five or more units account for 99 percent of all housing. The overwhelming majority of the housing stock was built before 1938. Relatively little new residential construction has occurred since 1998; almost all of it has been of buildings with five or more units.



MN/B: Washington Heights, Inwood - Residential Building Type by Year Built (n=2,100)



Source: MapPLUTO 2010

➔ **VEHICLE OWNERSHIP**

In 2008, there were nearly 23,800 vehicles registered to addresses in this neighborhood, or 0.32 vehicles registered per dwelling unit. Publicly subsidized NYCHA units accounted for 3 percent of all housing; HPD did not have a significant enough presence to draw conclusions about vehicle ownership. The vehicular registration ratio for NYCHA housing was significantly lower than that of market-rate housing.

Vehicle Registrations by Housing Subsidy Type: Washington Heights, Inwood

Borough and Zone	Public Subsidy Type	Total Residential Units by Public Subsidy (through 2006)	Percentage of Units	DMV 2008 Registrations	Ratio
MA-B	All Other Housing	71,041	96.8%	23,202	0.33
MA-B	Public Subsidy - HPD	112	0.2%	16	0.14
MA-B	Public Subsidy - NYCHA	2,199	3.0%	539	0.25
MA-B	Total	73,352	100.00%	23,757	0.32

Sources: PLUTO, DMV 2008 Registration data. Residential units built in 2007 and 2008 (and the DMV data for those buildings) were not included since newly-erected buildings often take time to become fully occupied.

➔ **ZONING**

Zoning Designations Occupying Over 5 Percent of the Profile Area

Over 80 percent of the profile area is zoned R7-2. R8 districts also occupy over 10 percent of the profile area. See “Descriptions of Major Zoning Districts within the Inner Ring” for a more thorough discussion of each of these zoning districts’ accessory parking requirements.

Rezoning 1996-2008

- No major rezonings have occurred since at least 1996.

Rezoning Actions After 2008

- No major rezonings have been enacted in this profile area.

Proposed Rezoning

- No major rezoning actions have been proposed as of November 2010.



HIGH BRIDGE MORRIS HEIGHTS UNIVERSITY HEIGHTS

10452
10453
10468



A six-story building on Jesup Avenue built between 1998 and 2008

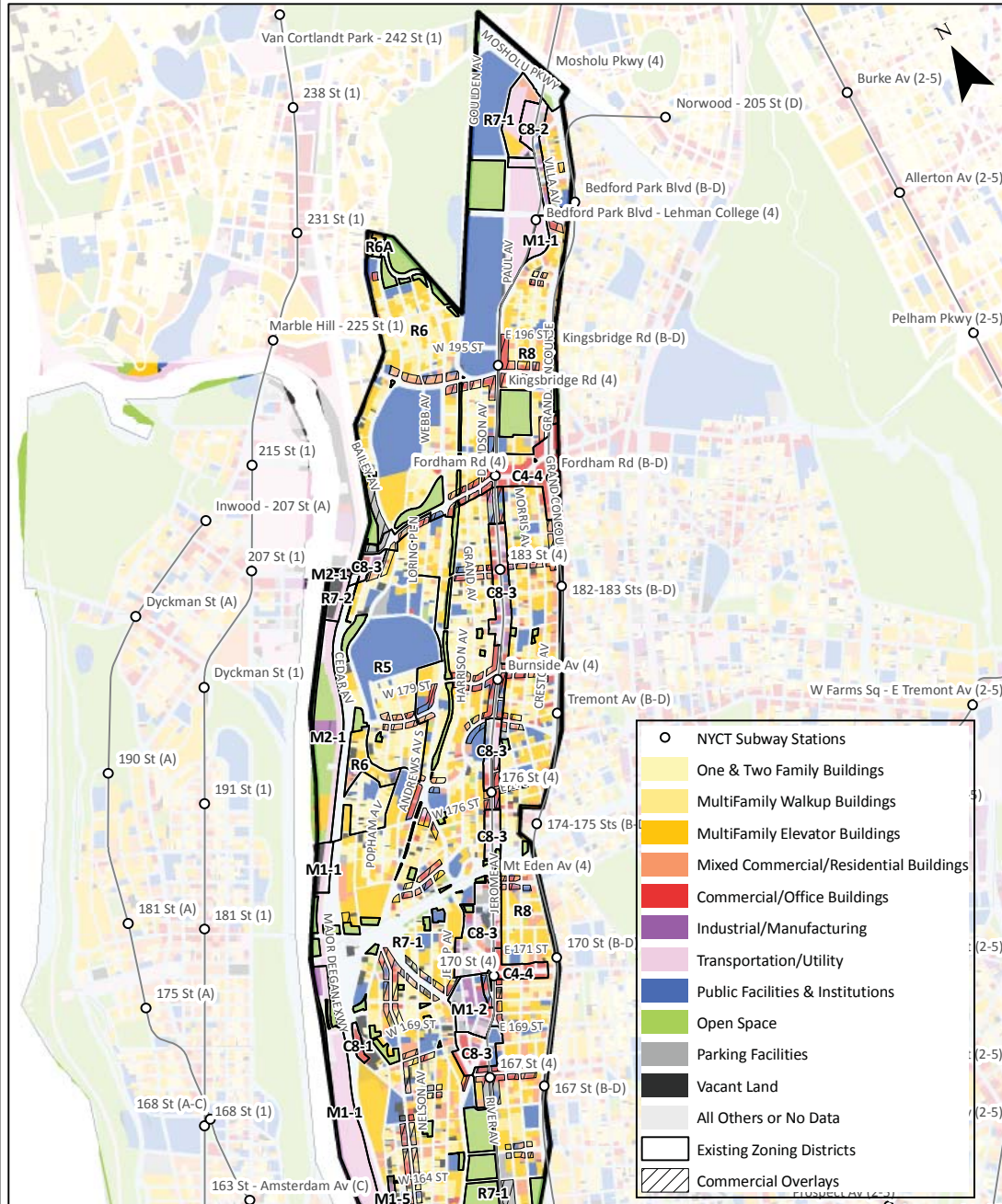


A three-story building on Creston Avenue built between 1961 and 1997



Two very different buildings on East 177th Street, both built before 1961

ZONE B
6: HIGH BRIDGE, MORRIS HEIGHTS, UNIVERSITY HEIGHTS



→ ZIP CODE DATA

High Bridge, Morris Heights, University Heights: ZIP Codes 10452, 10453, 10468

Population	227,222	
Households	72,644	
Married, with Children	12,553	22.18%
Married, without Children	7,597	13.42%
Unmarried, with Children	21,464	37.92%
Unmarried, without Children	11,325	20.01%
Nonfamilies	3,657	6.46%
Households with No Vehicle	55,340	76.10%
Households with 1 Vehicle	14,743	20.27%
Households with 2 Vehicles	2,122	2.92%
Households with 3+ Vehicles	519	0.71%
Households with Income under \$58,155 (in 2008 dollars)*	56,298	77.40%
Households with Income over \$58,155 (in 2008 dollars)*	16,435	22.60%
Total Units	76,588	
Occupied Rental Units	68,264	89.13%
Occupied Owned Units	4,380	5.72%
Total Workers Age 16 and Over	62,843	
Drive	16,001	25.46%
Bus	9,661	15.37%
Subway	27,796	44.23%
Walk	4,353	6.93%
Other	3,554	5.66%
Worked at Home	1,478	2.35%

*\$45,000 in 1999 equaled a CPI-adjusted income of \$58,155 in 2008, the closest approximation possible to \$60,000 used in the Residential Parking Study and the 2006-2008 American Community Survey.

Source: 2000 United States Census, Tables H3, H44, P1, P18, P30, and P52; PLUTO

→ LAND USE

- The area is characterized mostly by a mixture of multifamily walkup buildings and multifamily elevator buildings.
- Commercial corridors with ground-floor retail include Jerome Avenue, Dr. Martin Luther King Jr. Boulevard (University Avenue), and Sedgwick Avenue.
- There are a variety of parks, including Harris Park and Jerome Park located along the Jerome Park Reservoir, St. James Park between Jerome Avenue and Grand Concourse, John Mullaly Park along Jerome Avenue, and Roberto Clemente State Park on the western edge.

Developments Through 2008

Nearly 6 percent of this profile area’s residential units were built between 2000 and 2008 – just slightly above the average share of new units in “B” zones and slightly below the average new unit production throughout the entire Inner Ring.

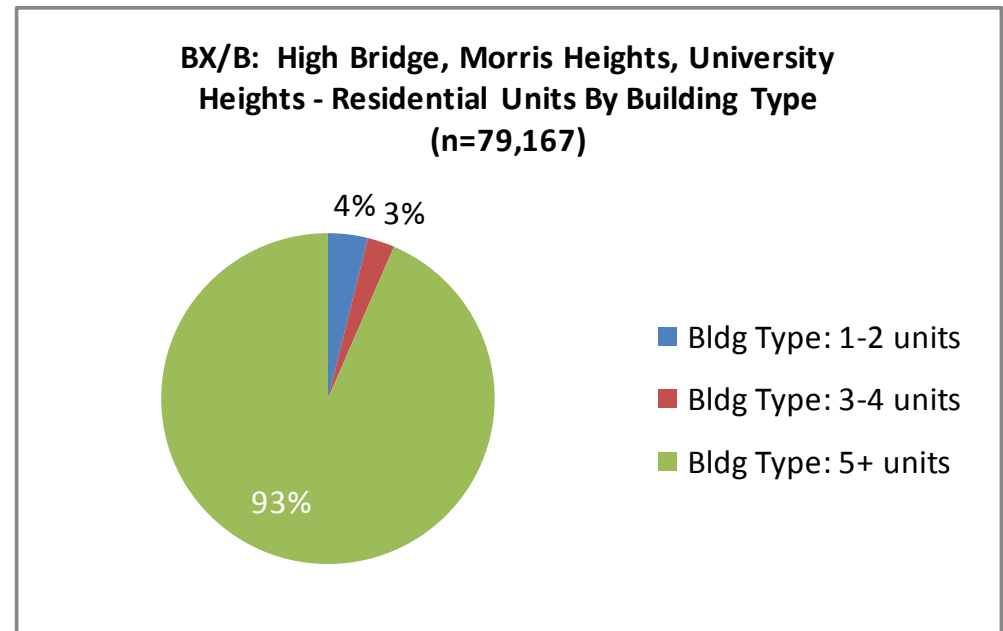
New Housing Units, 2000-2008: High Bridge, Morris Heights, University Heights					
Units through 2000	New Units, 2000-2008	Units through 2008	% New Units, 2000-2008	% New Units, Inner Ring, 2000-2008	% New Units, All B Zones, 2000-2008
74,497	4,670	79,167	5.90%	6.63%	5.48%
			Difference:	-0.73%	0.42%

Source: PLUTO. Census data relies on responses from recipients; PLUTO data is from NYC Department of Finance records. This accounts for the discrepancy in total housing units.

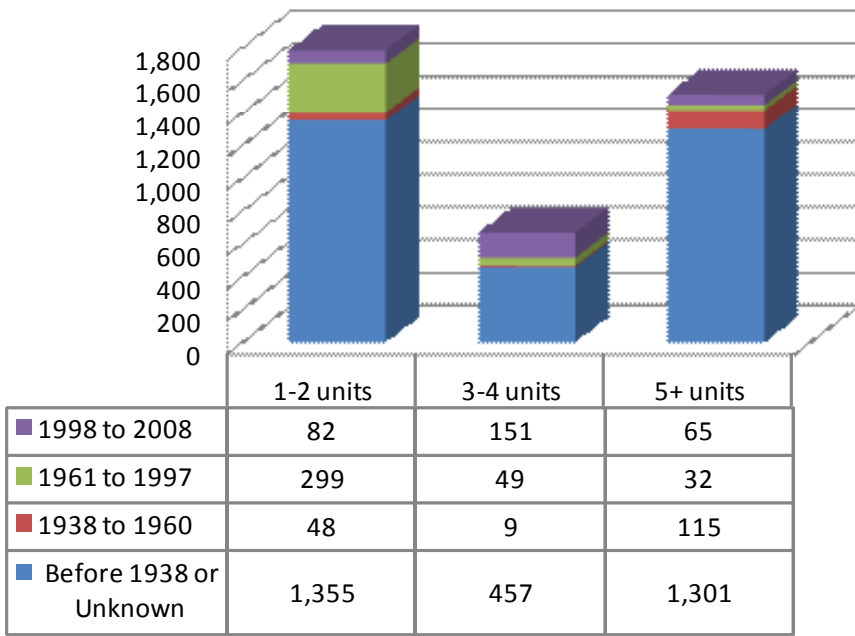
Comparisons of NYCityMap aerial views of this profile area from 1996 and 2008 reveal many small to mid-sized vacant sites in the High Bridge neighborhood in 1996, and several larger vacant areas to the south of the Cross-Bronx Expressway. While several of these sites had been redeveloped by 2008, some vacant sites remained.

→ HOUSING

There are almost 79,200 dwelling units found within nearly 4,000 buildings in High Bridge, Morris Heights and University Heights. Residential buildings with five or more units account for 93 percent of all housing. Most of the housing stock was built before 1938, but 17 percent of all one- to two-unit housing was built between 1961 and 1997, and 23 percent of all three- to four-unit housing was built between 1998 and 2008. From 1998 to 2008, buildings with three to four units were the most common type of new residential housing constructed.



BX/B: High Bridge, Morris Heights, University Heights - Residential Building Type by Year Built (n=3,963)



Source: MapPLUTO 2010

→ VEHICLE OWNERSHIP

In 2008, there were nearly 22,100 vehicles registered to addresses in this neighborhood, or 0.28 vehicles registered per dwelling unit. Publicly subsidized NYCHA units accounted for nearly 3 percent of all housing; HPD units comprised an additional 2.8 percent. The vehicular registration ratio for NYCHA housing was significantly lower than that of market-rate housing. HPD units' vehicle registration ratio was also lower than that of market rate housing, though not as low as NYCHA units.

Vehicle Registrations by Housing Subsidy Type: High Bridge, Morris Heights, University Heights					
Borough and Zone	Public Subsidy Type	Total Residential Units by Public Subsidy (through 2006)	Percentage of Units	DMV 2008 Registrations	Ratio
BX-B	All Other Housing	73,246	93.7%	20,955	0.29
BX-B	Public Subsidy - HPD	2,208	2.8%	542	0.25
BX-B	Public Subsidy - NYCHA	2,724	3.5%	560	0.21
BX-B	Total	78,178	100.00%	22,057	0.28

Sources: PLUTO, DMV 2008 Registration data. Residential units built in 2007 and 2008 (and the DMV data for those buildings) were not included since newly-erected buildings often take time to become fully occupied.

→ ZONING

Zoning Designations Occupying Over 5 Percent of the Profile Area

No one residential zoning type is dominant. Over 35 percent of the profile area is zoned R7-1, but R8 and R6 districts also occupy over 25 percent of the profile area, and R5 districts also occupy over 10 percent of the profile area. See "Descriptions of Major Zoning Districts within the Inner Ring" for a more thorough discussion of each of these zoning districts' accessory parking requirements.

Rezoning 1996-2008

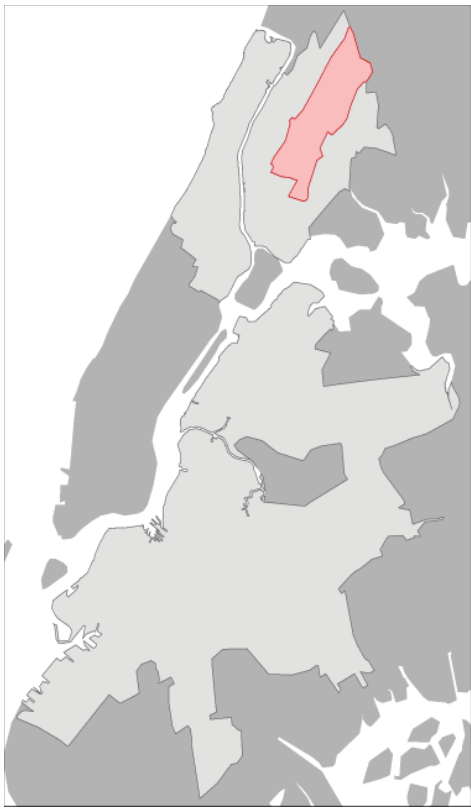
- No major rezonings have occurred since 1996.

Rezoning Actions After 2008

- No major rezonings have been enacted in this profile area.

Proposed Rezoning

- No major rezoning actions have been proposed as of November 2010.



MORRISANIA TREMONT FORDHAM

10456
10457
10458



A 12-story building on 3rd Avenue, built between 1998 and 2008

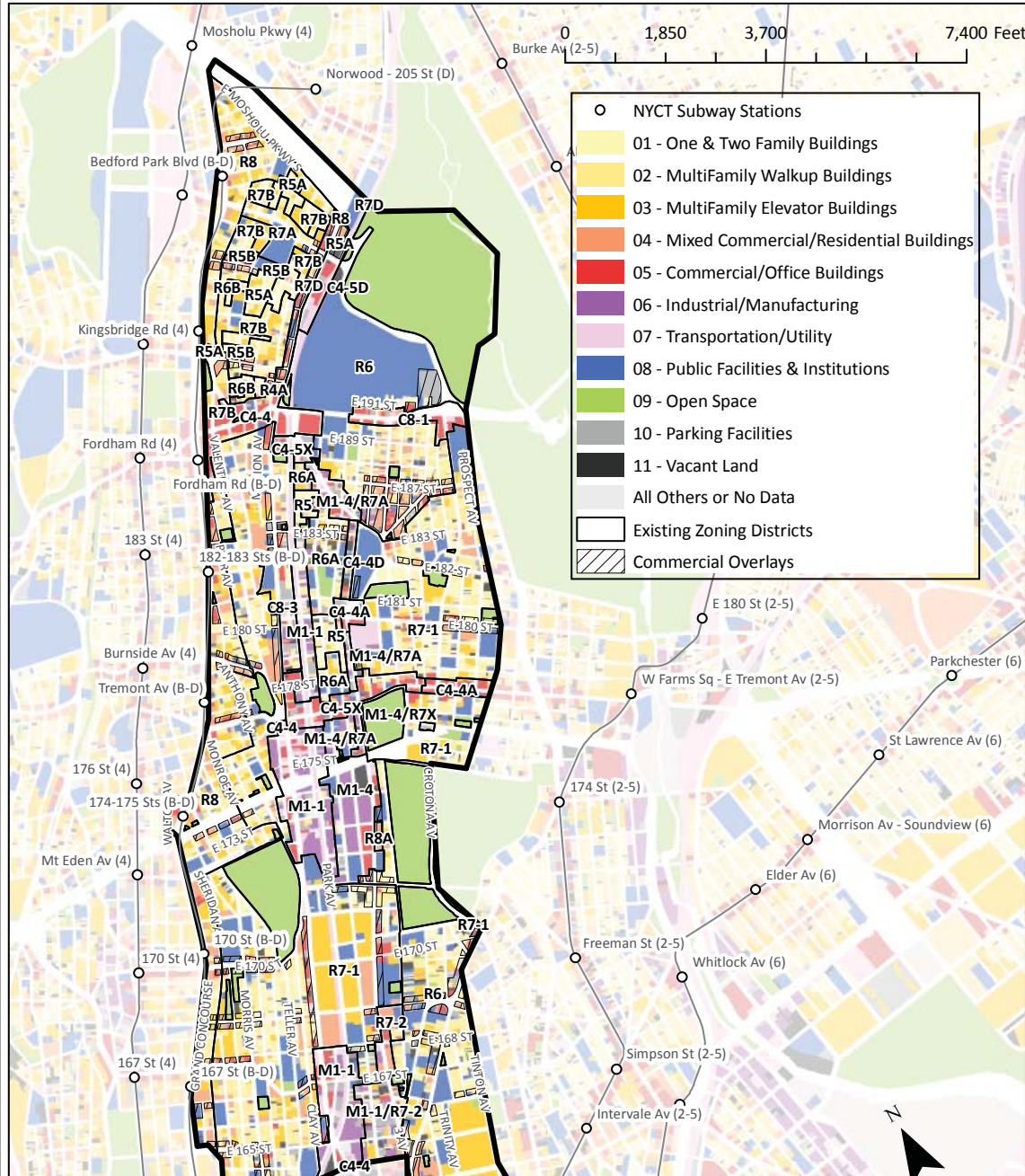


A six-story building on Monroe Avenue, built between 1961 and 1997



A four-story building on Valentine Avenue, built before 1961

ZONE B
7: MORRISANIA, TREMONT, FORDHAM



→ ZIP CODE DATA

Morrisania, Tremont, Fordham: ZIP Codes 10456, 10457, 10458

Population	223,544	
Households	72,477	
Married, with Children	11,286	20.70%
Married, without Children	7,601	13.94%
Unmarried, with Children	20,909	38.34%
Unmarried, without Children	11,120	20.39%
Nonfamilies	3,614	6.63%
Households with No Vehicle	55,278	76.14%
Households with 1 Vehicle	14,463	19.92%
Households with 2 Vehicles	2,094	2.88%
Households with 3+ Vehicles	762	1.05%
Households with Income under \$58,155 (in 2008 dollars)*	58,256	80.13%
Households with Income over \$58,155 (in 2008 dollars)*	14,444	19.87%
Total Units	77,011	
Occupied Rental Units	67,778	88.01%
Occupied Owned Units	4,699	6.10%
Total Workers Age 16 and Over	57,832	
Drive	14,517	25.10%
Bus	11,088	19.17%
Subway	22,266	38.50%
Walk	5,972	10.33%
Other	2,754	4.76%
Worked at Home	1,235	2.14%

*\$45,000 in 1999 equaled a CPI-adjusted income of \$58,155 in 2008, the closest approximation possible to \$60,000 used in the Residential Parking Study and the 2006-2008 American Community Survey.

Source: 2000 United States Census, Tables H3, H44, P1, P18, P30, and P52; PLUTO

➔ LAND USE

- The area is characterized by multifamily walkup and elevator buildings and mixed use residential/commercial buildings.
- Commercial corridors with ground-floor retail include East Fordham Road, East Tremont Avenue, and Webster Avenue
- Recreational spaces include Bronx Park, which occupies the tip of this area, Claremont Park, Crotona Park, Echo Park, Julius Richman Park, and the Quarry Road Ballfields.

The Edgar Allan Poe Cottage, the New York Botanical Garden, and Fordham University are all within the area.

Developments Through 2008

Nearly 7 percent of this profile area’s residential units were built between 2000 and 2008 – about 1.5 percentage points above the average share of new units in “B” zones and nearly identical to the average new unit production throughout the entire Inner Ring.

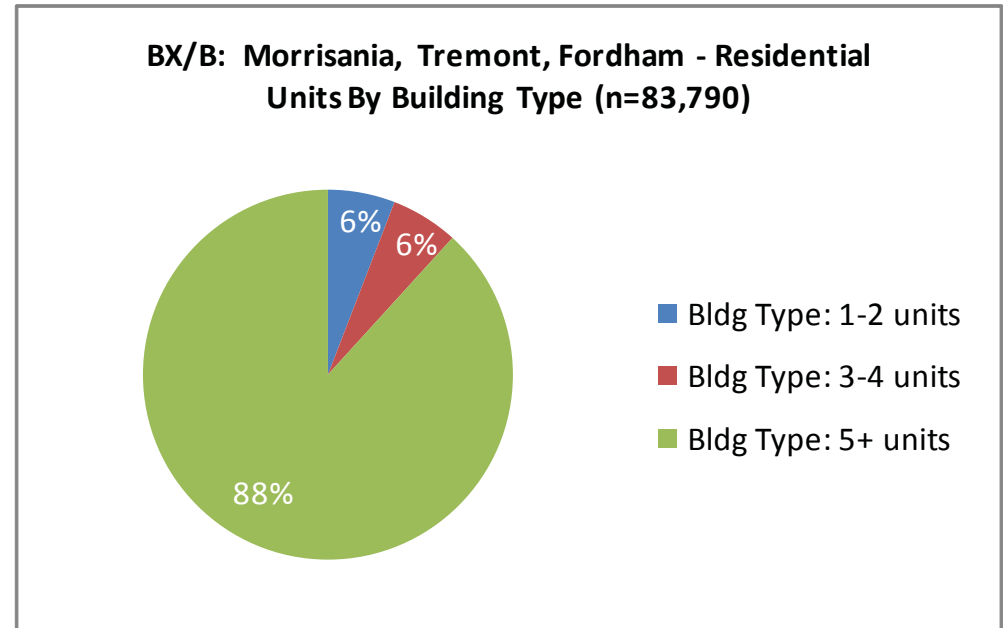
New Housing Units, 2000-2008: Morrisania, Tremont, Fordham					
Units through 2000	New Units, 2000-2008	Units through 2008	% New Units, 2000-2008	% New Units, Inner Ring, 2000-2008	% New Units, All B Zones, 2000-2008
78,041	5,749	83,790	6.86%	6.63%	5.48%
			Difference:	0.23%	1.38%

Source: PLUTO. Census data relies on responses from recipients; PLUTO data is from NYC Department of Finance records. This accounts for the discrepancy in total housing units.

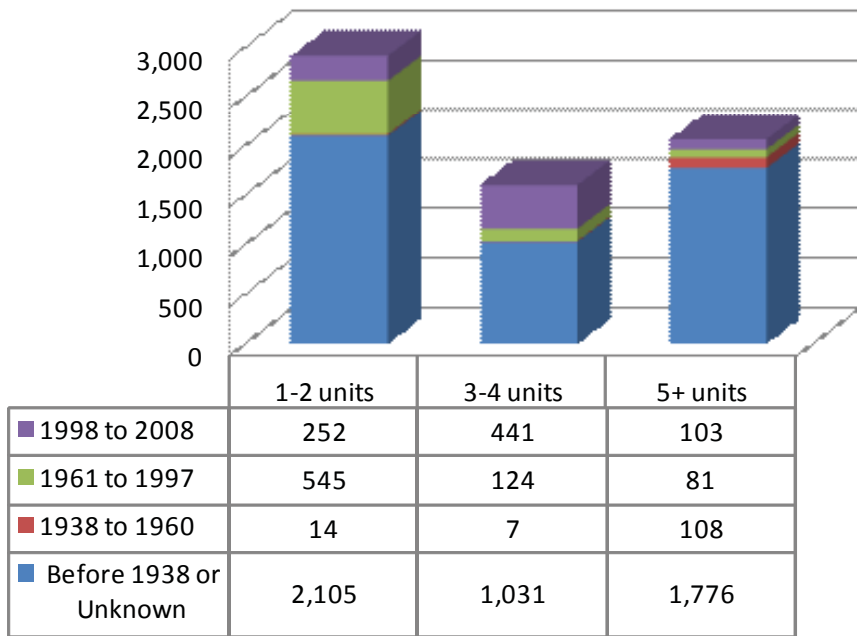
Comparisons of NYCityMap aerial views of this profile area from 1996 and 2008 reveal that significant pockets of vacant land existed in 1996 almost as far north as Fordham Road; much of it was roughly centered on 3rd Avenue. Most, but not all, of these sites had been redeveloped by 2008.

➔ HOUSING

There are almost 83,800 dwelling units found within nearly 6,600 buildings in Morrisania, Tremont and Fordham. Residential buildings with five or more units account for 88 percent of all housing. Most of the housing stock was built before 1938, but 19 percent of all one- to two-unit housing was built between 1961 and 1997, and 28 percent of all three- to four-unit housing was built between 1998 and 2008. From 1998 to 2008, buildings with three to four units have been the most common type of new residential housing constructed.



BX/B: Morrisania, Tremont, Fordham - Residential Building Type by Year Built (n=6,587)



Source: MapPLUTO 2010

→ VEHICLE OWNERSHIP

In 2008, there were nearly 22,200 vehicles registered to addresses in this neighborhood, or 0.27 vehicles registered per dwelling unit. Publicly subsidized NYCHA units accounted for almost 11 percent of all housing; HPD units comprised an additional 3.8 percent. The vehicular registration ratio for NYCHA housing was slightly lower than that of market-rate housing. HPD units' vehicle registration ratio was higher than that of market rate housing.

Vehicle Registrations by Housing Subsidy Type: Morrisania, Tremont, Fordham					
Borough and Zone	Public Subsidy Type	Total Residential Units by Public Subsidy (through 2006)	Percentage of Units	DMV 2008 Registrations	Ratio
BX-B	All Other Housing	70,116	85.8%	19,049	0.27
BX-B	Public Subsidy - HPD	3,089	3.8%	1,012	0.33
BX-B	Public Subsidy - NYCHA	8,481	10.4%	2,134	0.25
BX-B	Total	81,686	100.00%	22,195	0.27

Sources: PLUTO, DMV 2008 Registration data. Residential units built in 2007 and 2008 (and the DMV data for those buildings) were not included since newly-erected buildings often take time to become fully occupied.

→ ZONING

Zoning Designations Occupying Over 5 Percent of the Profile Area

Over 50 percent of the profile area is zoned R7-1. R6 districts also occupy nearly 30 percent of the profile area, and R8 districts occupy over 10 percent of the profile area. See "Descriptions of Major Zoning Districts within the Inner Ring" for a more thorough discussion of each of these zoning districts' accessory parking requirements.

Rezoning 1996-2008

- In August 2003, a zoning text amendment was approved to rezone 13 blocks of the Morrisania area to a Special Mixed Use District (M1-1/R 7-2), which would allow manufacturing and commercial uses to continue to grow and allow for new, moderate-density residential development in an area which had suffered decades of disinvestment. Existing developments were also brought into conformity. Redevelopment of this area was seen as crucial to reviving the Third Avenue corridor. This neighborhood was specifically mentioned in HPD's original 2002 New Housing Marketplace plan.

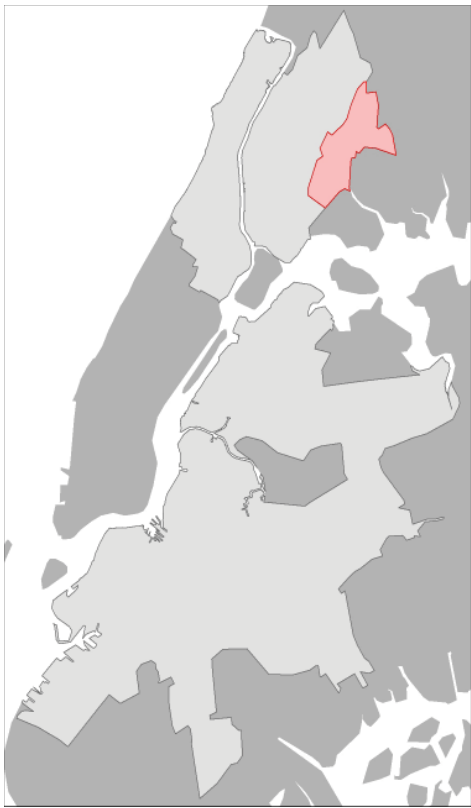
Rezoning Actions After 2008

- On October 13, 2010, the City Council adopted the Third Avenue/Tremont Avenue Rezoning for an area comprising all or part of 75 blocks. (A small portion of the study area falls within the Longwood and West Farms profile area.) The Third Avenue Elevated, discontinued in 1973, still has a heavy influence upon the avenue's industrial- and automotive use-oriented zoning and character. Limited commercial development and underutilized lots also exist along Tremont Avenue, while outsize high-rise development has also encroached upon the rezoning area. The rezoning establishes new Special Mixed Use districts, and converts existing manufacturing and R7-1 zones to a variety of medium-density residential and commercial districts. New R5 and R6A districts allow contextual development with modest growth.

Proposed Rezonings

- DCP has undertaken a Webster Avenue/Bedford Park/Norwood Rezoning for 80 blocks in the northwestern Bronx. (Approximately half of this rezoning falls beyond the northern edge of the Inner Ring.) Under the rezoning, (from C8-2 to C4-5D and R7D) medium-density housing and retail would be allowed along Webster Avenue; mandatory ground-floor retail development along the avenue would encourage a more walkable, vibrant community. Residential areas would be rezoned (from R8 to R4A, R5A, R5B, R6B, R7A, and R7B) to preserve their existing contexts. The existing zoning has been unchanged since 1961. The proposed rezoning action received approvals from community districts 7 and 12 by mid-November 2010.

- At the request of Community Board 6, Fordham University, Montefiore Medical Center, the New York Botanical Gardens and the Bronx Zoo, the Department of City Planning is undertaking a rezoning study for an approximately 12-block area along East Fordham Road between Bathgate Avenue and Southern Boulevard.



LONGWOOD WEST FARMS

10459
10460



A seven-story building on Intervale Avenue, built between 1998 and 2008



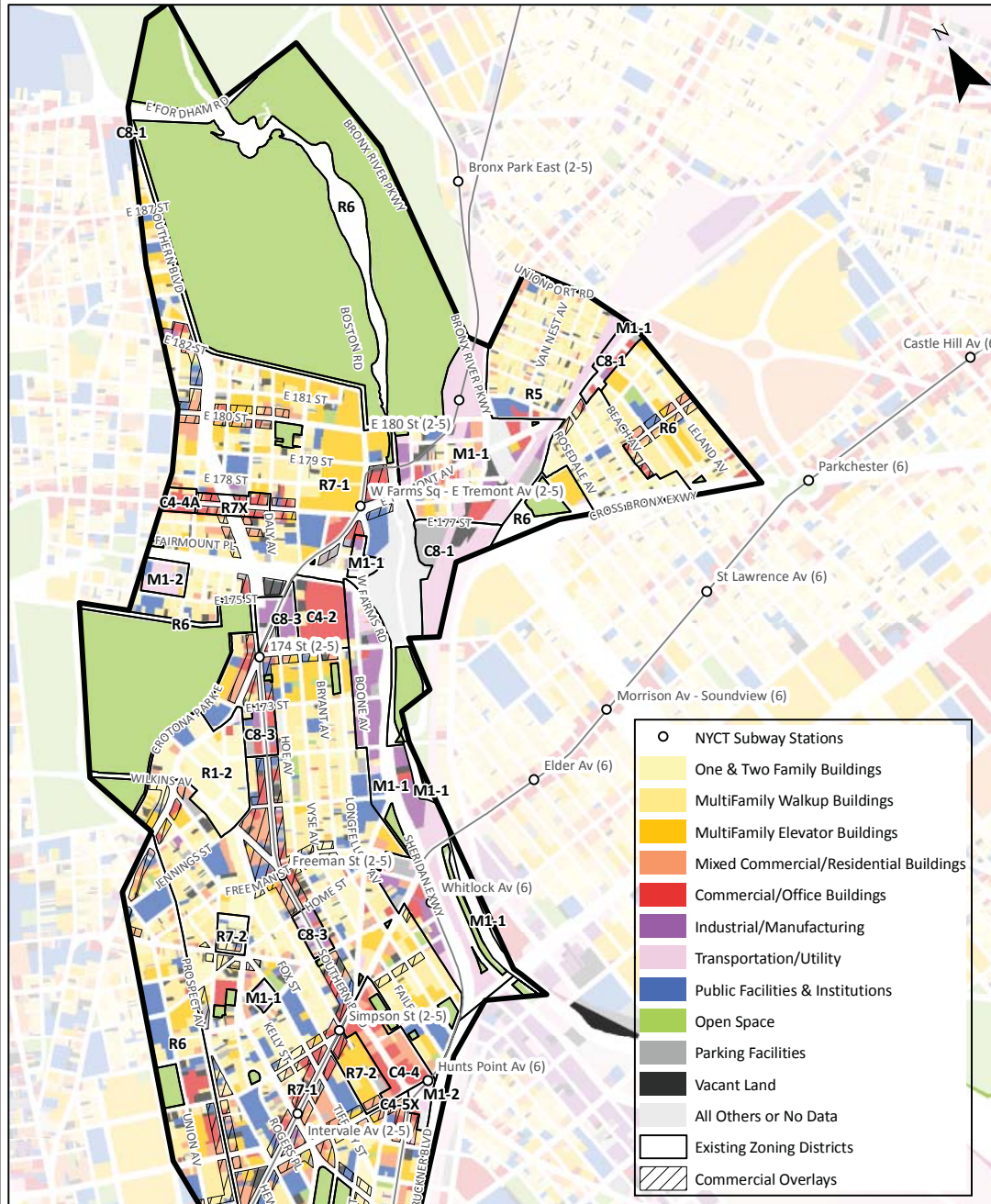
A three-story building on Baker Avenue, built between 1961 and 1997



A five-story building on Union Avenue, built before 1961

ZONE
B

8: LONGWOOD, WEST FARMS



➔ ZIP CODE DATA

Longwood, West Farms: ZIP Codes 10459, 10460

Population	92,787	
Households	30,406	
Married, with Children	4,785	20.76%
Married, without Children	3,495	15.16%
Unmarried, with Children	8,660	37.57%
Unmarried, without Children	4,894	21.23%
Nonfamilies	1,218	5.28%
Households with No Vehicle	21,999	71.94%
Households with 1 Vehicle	6,914	22.61%
Households with 2 Vehicles	1,269	4.15%
Households with 3+ Vehicles	398	1.30%
Households with Income under \$58,155 (in 2008 dollars)*	24,834	81.27%
Households with Income over \$58,155 (in 2008 dollars)*	5,722	18.73%
Total Units	32,900	
Occupied Rental Units	26,704	81.17%
Occupied Owned Units	3,702	11.25%
Total Workers Age 16 and Over	23,255	
Drive	6,989	30.05%
Bus	4,083	17.56%
Subway	9,077	39.03%
Walk	1,796	7.72%
Other	821	3.53%
Worked at Home	489	2.10%

*\$45,000 in 1999 equaled a CPI-adjusted income of \$58,155 in 2008, the closest approximation possible to \$60,000 used in the Residential Parking Study and the 2006-2008 American Community Survey.

Source: 2000 United States Census, Tables H3, H44, P1, P18, P30, and P52; PLUTO

➔ LAND USE

- The area is characterized by a mixture of multifamily walkup and elevator buildings with some mixed use residential/commercial buildings.
- Commercial corridors with ground-floor retail include east Tremont Avenue, Southern Boulevard, and Westchester Avenue.
- The recreational spaces include Bill Rainey Memorial Park, the southern half of Bronx Park, eastern half of Crotona Park, Noble Playground, and Starlight Park.
- Attractions include the New Horizons Shopping Mall.

Developments Through 2008

Nearly 13 percent of this profile area’s residential units were built between 2000 and 2008 – more than 7 percentage points above the average share of new units in “B” zones and more than 6 percentage points above the share of average new unit production throughout the entire Inner Ring.

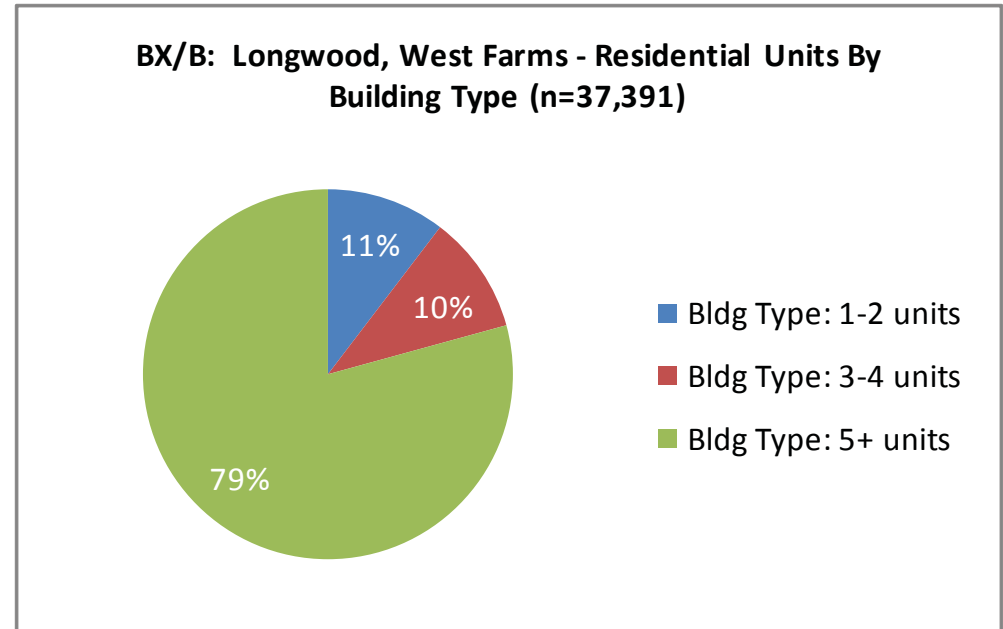
New Housing Units, 2000-2008: Longwood, West Farms					
Units through 2000	New Units, 2000-2008	Units through 2008	% New Units, 2000-2008	% New Units, Inner Ring, 2000-2008	% New Units, All B Zones, 2000-2008
32,542	4,849	37,391	12.97%	6.63%	5.48%
			Difference:	6.34%	7.49%

Source: PLUTO. Census data relies on responses from recipients; PLUTO data is from NYC Department of Finance records. This accounts for the discrepancy in total housing units.

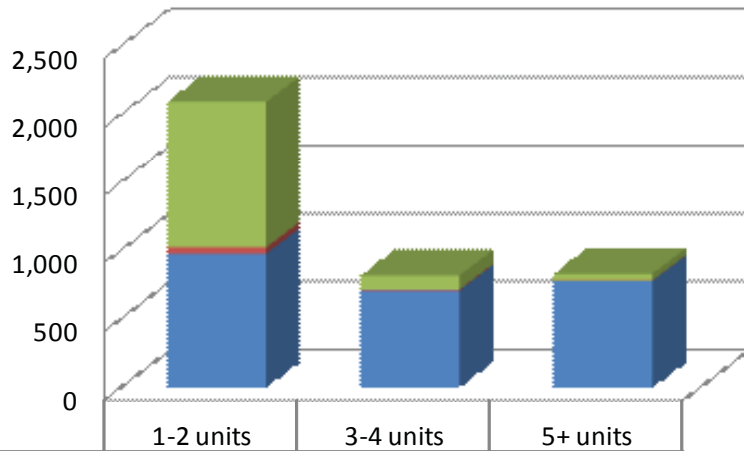
Residential redevelopment of this part of the Bronx had been taking place for over a decade by 1996, but the area between Crotona and Bronx parks still had a large supply of vacant land, as did much of this profile area’s southern reaches. Comparisons of NYCityMap aerial views of this profile area from 1996 and 2008 reveal that a very high percentage of this land had been redeveloped by 2008, but that scattered vacant parcels remained.

➔ HOUSING

There are almost 37,400 dwelling units found within nearly 4,400 buildings in Longwood and West Farms. Residential buildings with five or more units account for 79 percent of all housing, with the remainder virtually evenly split between one- to two-unit buildings and three- to four unit buildings. While most of the housing stock was built before 1938, 51 percent of all one- to two-unit buildings in this profile area were built between 1998 and 2008. From 1998 to 2008, buildings with one to two units have overwhelmingly been the most common type of new residential housing constructed.



BX/B: Longwood, West Farms - Residential Building Type by Year Built (n=4,367)



	1-2 units	3-4 units	5+ units
1961 to 1997	1,070	103	50
1938 to 1960	45	7	3
Before 1938 or Unknown	981	710	781

Source: MapPLUTO 2010

→ VEHICLE OWNERSHIP

In 2008, there were over 11,800 vehicles registered to addresses in this neighborhood, or 0.32 vehicles registered per dwelling unit. Publicly subsidized NYCHA units accounted for nearly 5 percent of all housing; HPD units comprised an additional 7.2 percent – the largest share of HPD units in any profile area. The vehicular registration ratio for NYCHA housing was lower than that of market-rate housing, and HPS units’ ratio was higher.

Vehicle Registrations by Housing Subsidy Type: Longwood, West Farms

Borough and Zone	Public Subsidy Type	Total Residential Units by Public Subsidy (through 2006)	Percentage of Units	DMV 2008 Registrations	Ratio
BX-B	All Other Housing	32,329	88.0%	10,416	0.32
BX-B	Public Subsidy - HPD	2,648	7.2%	939	0.35
BX-B	Public Subsidy - NYCHA	1,758	4.8%	491	0.28
BX-B	Total	36,735	100.00%	11,846	0.32

Sources: PLUTO, DMV 2008 Registration data. Residential units built in 2007 and 2008 (and the DMV data for those buildings) were not included since newly-erected buildings often take time to become fully occupied.

→ ZONING

Zoning Designations Occupying Over 5 Percent of the Profile Area

Nearly 70 percent of the profile area is zoned R7-1. R6 districts also occupy over 10 percent of the profile area, with R5 districts encompassing nearly 10 additional percent. See “Descriptions of Major Zoning Districts within the Inner Ring” for a more thorough discussion of each of these zoning districts’ accessory parking requirements.

Rezoning 1996-2008

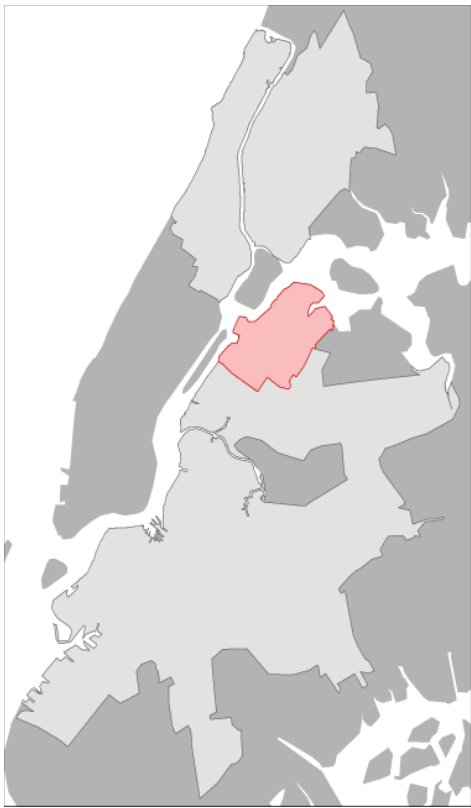
- No major rezonings have occurred since at least 1996.

Rezoning Actions After 2008

- On October 13, 2010, the City Council adopted the Third Avenue/Tremont Avenue Rezoning for an area comprising all or part of 75 blocks. A small portion of the study area falls within the Longwood and West Farms profile area. See the “Morrisania, Tremont, Fordham” profile area for a more complete description.

Proposed Rezoning

- No major rezoning actions have been proposed as of November 2010.



ASTORIA

11102
11103
11105
11106



A four-story building of 37th Street built between 1998 and 2008

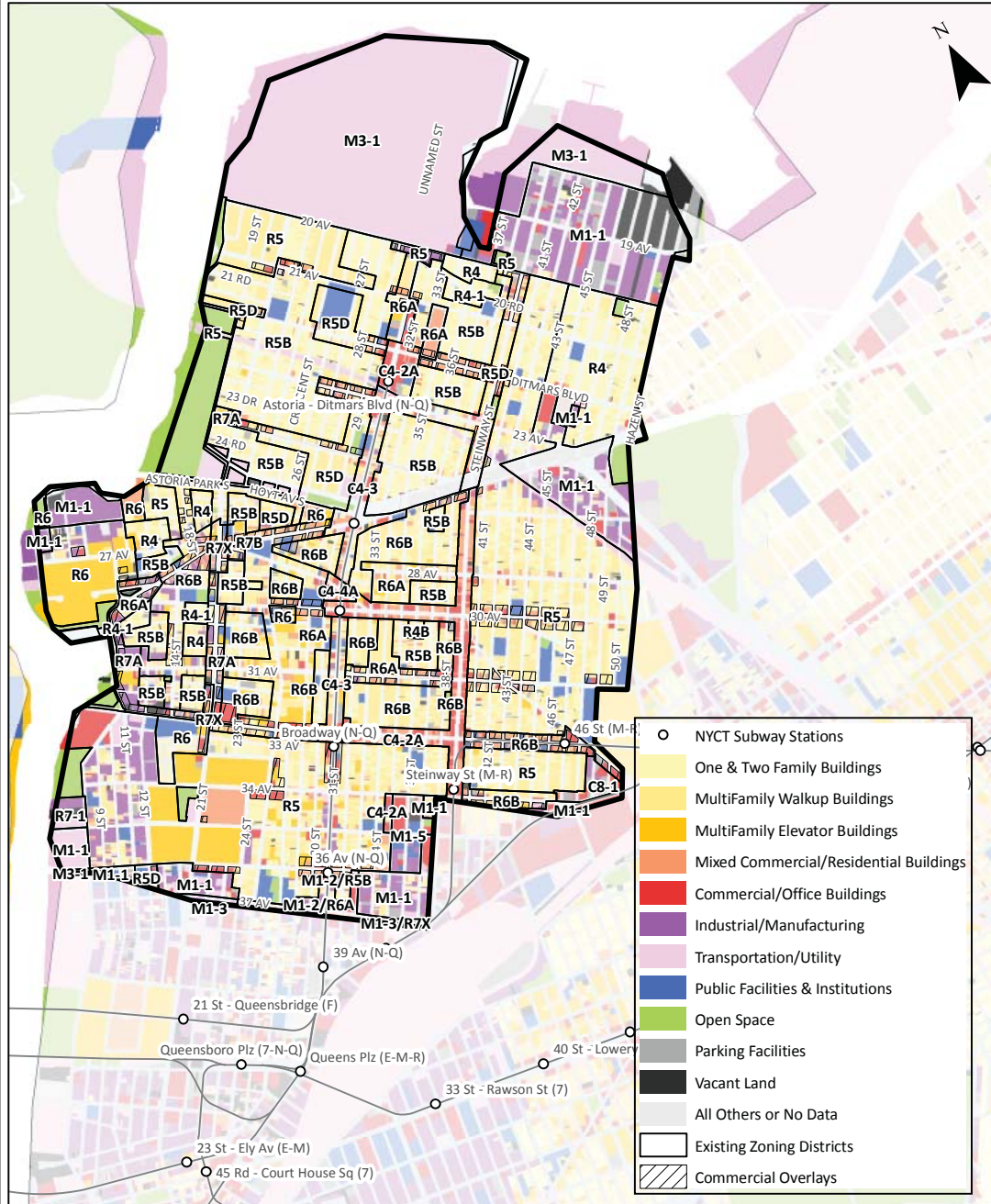


A three-story building on 31st Street built between 1961 and 1997



A six-story building on 29th Street built before 1961

ZONE
B
20: ASTORIA



➔ ZIP CODE DATA

Astoria: ZIP Codes 11102, 11103, 11105, 11106

Population	165,859	
Households	66,167	
Married, with Children	11,873	26.02%
Married, without Children	14,156	31.02%
Unmarried, with Children	4,217	9.24%
Unmarried, without Children	7,814	17.12%
Nonfamilies	7,574	16.60%
Households with No Vehicle	36,911	55.81%
Households with 1 Vehicle	22,731	34.37%
Households with 2 Vehicles	5,303	8.02%
Households with 3+ Vehicles	1,193	1.80%
Households with Income under \$58,155 (in 2008 dollars)*	39,198	59.41%
Households with Income over \$58,155 (in 2008 dollars)*	26,785	40.59%
Total Units	67,791	
Occupied Rental Units	52,634	77.64%
Occupied Owned Units	13,533	19.96%
Total Workers Age 16 and Over	72,550	
Drive	19,163	26.41%
Bus	2,532	3.49%
Subway	41,509	57.21%
Walk	6,001	8.27%
Other	2,185	3.01%
Worked at Home	1,160	1.60%

*\$45,000 in 1999 equaled a CPI-adjusted income of \$58,155 in 2008, the closest approximation possible to \$60,000 used in the Residential Parking Study and the 2006-2008 American Community Survey.

Source: 2000 United States Census, Tables H3, H44, P1, P18, P30, and P52; PLUTO

→ LAND USE

- The area is characterized mostly by a dense mix of one/two family buildings and multifamily walkup buildings. Other residential units are housed within mixed commercial use buildings and multifamily elevator buildings.
- Commercial corridors with ground-floor retail include 30th Avenue, 31st Street, Astoria Boulevard, Broadway, Ditmars Boulevard, and Steinway Street.
- Astoria is home to a variety of parks. Astoria Park, Goodwill Park, and Rainey Park are located at its western edge. Other parks include Ditmars Park, Hoyt Playground, and Steinway Community Playground.
- Attractions include Kaufmann-Astoria Studios, the Museum of the Moving Image, the Noguchi Museum, and Socrates Sculpture Park. Astoria is also well known for having a wide diversity of international foods.

Developments Through 2008

Less than 5 percent of this profile area’s residential units were built between 2000 and 2008 – nearly 1 percentage point below the average share of new units in “B” zones and nearly 2 percentage points below the share of average new unit production throughout the entire Inner Ring.

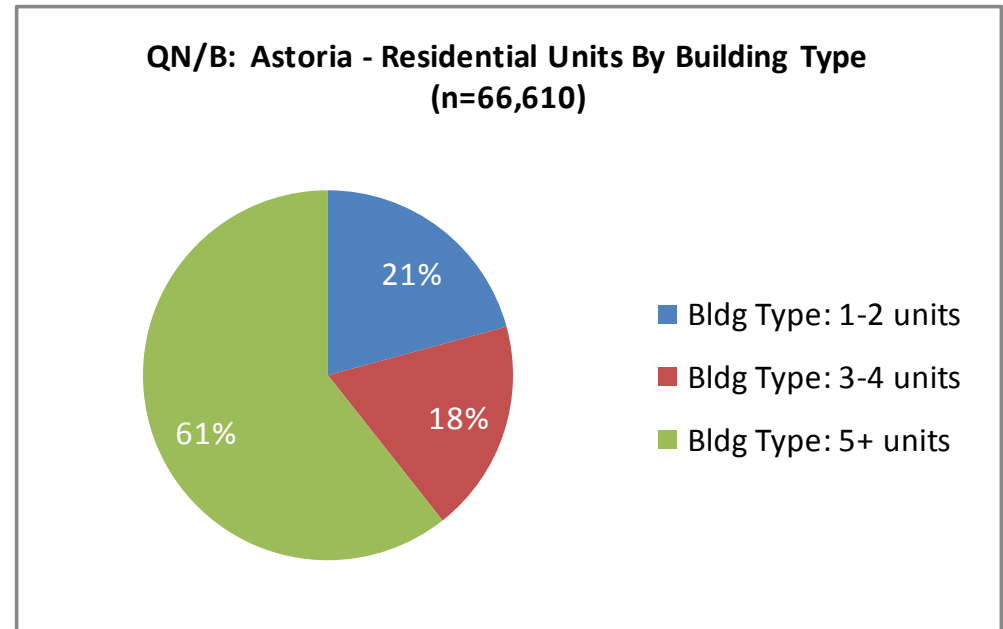
New Housing Units, 2000-2008: Astoria					
Units through 2000	New Units, 2000-2008	Units through 2008	% New Units, 2000-2008	% New Units, Inner Ring, 2000-2008	% New Units, All B Zones, 2000-2008
63,407	3,203	66,610	4.81%	6.63%	5.48%
			Difference:	-1.82%	-0.67%

Source: PLUTO. Census data relies on responses from recipients; PLUTO data is from NYC Department of Finance records. This accounts for the discrepancy in total housing units.

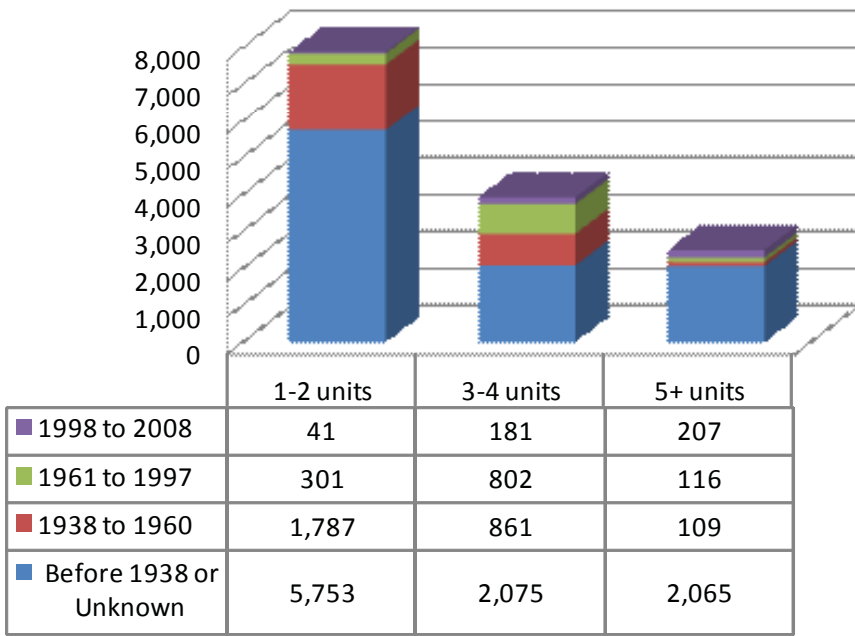
Comparisons of NYCityMap aerial views of this profile area revealed little vacant land in Astoria in 1996. Higher-density development was scattered throughout the profile area, but was most conspicuous at locations such as along 21st Street (seen here in 1996 and 2008) and 31st Street.

→ HOUSING

There are more than 66,600 dwelling units found within nearly 14,300 buildings in Astoria. Residential buildings with five or more units account for 61 percent of all housing. Twenty-one percent of residential buildings are comprised of one to two units, and 18 percent are three- to four-unit buildings. A majority of the housing stock was built before 1938, but significant quantities of one- to two-unit and three- to four-unit buildings were also built between 1938 and 1960, and three- to four-unit buildings continued to be built at a relatively high rate between 1961 and 1997. From 1998 to 2008, buildings with five or more units were the most common type of new residential housing constructed, with three- to four-unit buildings a fairly close second.



**QN/B: Astoria - Residential Building Type by Year Built
(n=14,298)**



Source: MapPLUTO 2010

➔ VEHICLE OWNERSHIP

In 2008, there were nearly 32,200 vehicles registered to addresses in this neighborhood, or 0.50 vehicles registered per dwelling unit. Publicly subsidized NYCHA units accounted for nearly 5 percent of all housing. HPD units comprised are not a significant presence, but with nearly 200 units, the vehicular ratio for these developments has some validity. The vehicular registration ratio for NYCHA housing was essentially equal to that of market-rate housing. HPD units' vehicle registration ratio was significantly higher than that of both market-rate and NYCHA developments.

Vehicle Registrations by Housing Subsidy Type: Astoria

Borough and Zone	Public Subsidy Type	Total Residential Units by Public Subsidy (through 2006)	Percentage of Units	DMV 2008 Registrations	Ratio
QN-B	All Other Housing	61,504	94.8%	30,431	0.49
QN-B	Public Subsidy - HPD	282	0.4%	190	0.67
QN-B	Public Subsidy - NYCHA	3,078	4.7%	1,538	0.50
QN-B	Total	64,864	100.00%	32,159	0.50

Sources: PLUTO, DMV 2008 Registration data. Residential units built in 2007 and 2008 (and the DMV data for those buildings) were not included since newly-erected buildings often take time to become fully occupied.

➔ ZONING

Zoning Designations Occupying Over 5 Percent of the Profile Area

Prior to the May 2010 rezoning of Astoria (see below), nearly 60 percent of the profile area was zoned R5. R6 districts also occupied over 20 percent of the profile area, with R4 districts having encompassed over 10 additional percent. However, MapPLUTO data had not yet been updated to reflect the revised shares of districts after the rezoning. See "Descriptions of Major Zoning Districts within the Inner Ring" for a more thorough discussion of each of these zoning districts' accessory parking requirements.

Rezoning 1996-2008

- The October 2008 rezoning of Dutch Kills affected parts of four blocks at the southern end of this profile area. A more complete description of this rezoning can be found in the Long Island City chapter.

Rezoning Actions After 2008

- A major, 238-block rezoning of Astoria was enacted in May 2010. Although primarily a contextual rezoning in reaction to outsize development throughout the neighborhood, a few locations (Vernon Boulevard, 23st Street, 31st Street) were rezoned to allow higher residential and commercial densities. Mixed-use, medium-density development was also allowed along other commercial corridors. The zoning text amendment also proposes to make the Inclusionary Housing Program

applicable in the proposed R7A and C4-4A districts along Vernon Boulevard, 21st Street, and 31st Street to provide incentives for the creation and preservation of affordable housing in conjunction with the development of new residential buildings. Commercial overlays were also shaved back to reduce encroachment onto side streets.

Proposed Rezoning

- No major rezoning actions have been proposed as of November 2010.



SUNNYSIDE WOODSIDE

11104
11377



A six-story building on Queens Boulevard built between 1998 and 2008



An 11-story building on 52nd Street built between 1961 and 1997

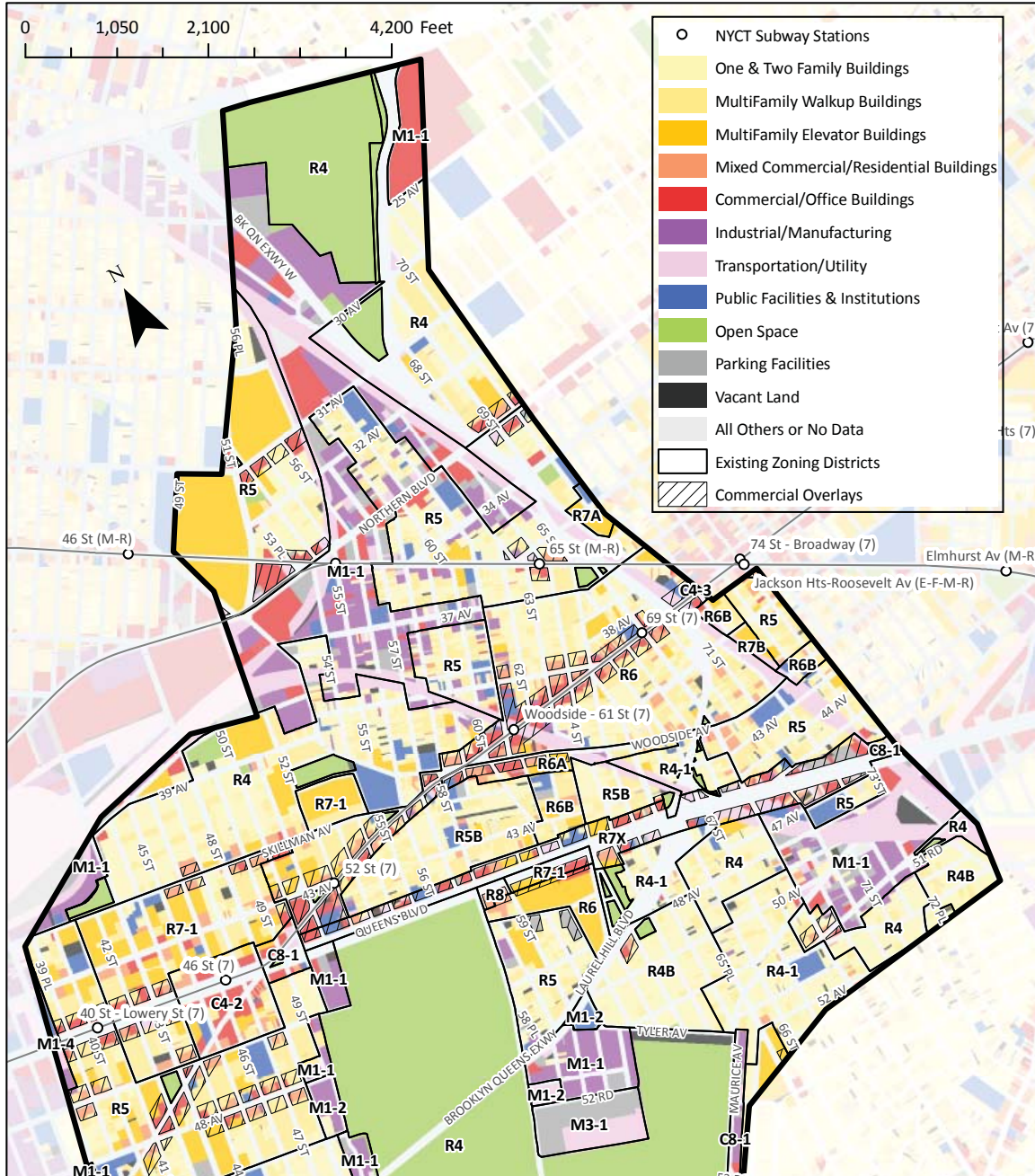


A three-story building on 50th Street built before 1961

ZONE

B

21: SUNNYSIDE, WOODSIDE



➔ ZIP CODE DATA

Sunnyside, Woodside: ZIP Codes 11104, 11377

Population	117,845	
Households	43,990	
Married, with Children	8,983	28.73%
Married, without Children	9,546	30.53%
Unmarried, with Children	2,990	9.56%
Unmarried, without Children	5,614	17.95%
Nonfamilies	4,139	13.24%
Households with No Vehicle	24,089	54.66%
Households with 1 Vehicle	15,904	36.09%
Households with 2 Vehicles	3,329	7.55%
Households with 3+ Vehicles	749	1.70%
Households with Income under \$58,155 (in 2008 dollars)*	26,052	59.31%
Households with Income over \$58,155 (in 2008 dollars)*	17,872	40.69%
Total Units	45,620	
Occupied Rental Units	33,622	73.70%
Occupied Owned Units	10,368	22.73%
Total Workers Age 16 and Over	52,434	
Drive	12,995	24.78%
Bus	2,627	5.01%
Subway	30,371	57.92%
Walk	3,611	6.89%
Other	2,002	3.82%
Worked at Home	828	1.58%

*\$45,000 in 1999 equaled a CPI-adjusted income of \$58,155 in 2008, the closest approximation possible to \$60,000 used in the Residential Parking Study and the 2006-2008 American Community Survey.

Source: 2000 United States Census, Tables H3, H44, P1, P18, P30, and P52; PLUTO

➔ LAND USE

Description of Land Use

- The area is characterized mostly by a mix of one/two family buildings and multifamily elevator buildings.
- Commercial corridors with ground-floor retail include 46th Street, Greenpoint Avenue, Northern Boulevard, Queens Boulevard, Roosevelt Avenue, parts of Skillman Avenue, and Woodside Avenue.
- Sunnyside Garden Park is located on 39th Avenue and is one of two membership parks in New York City. Amenities include playgrounds, basketball courts, and picnic groves. Other parks include Big Bush Park, Lawrence Virgilio Playground, and St Michael’s Playground.

Developments Through 2008

Approximately 3 percent of this profile area’s residential units were built between 2000 and 2008 – 2.5 percentage points below the average share of new units in “B” zones and nearly 4 percentage points below the share of average new unit production throughout the entire Inner Ring.

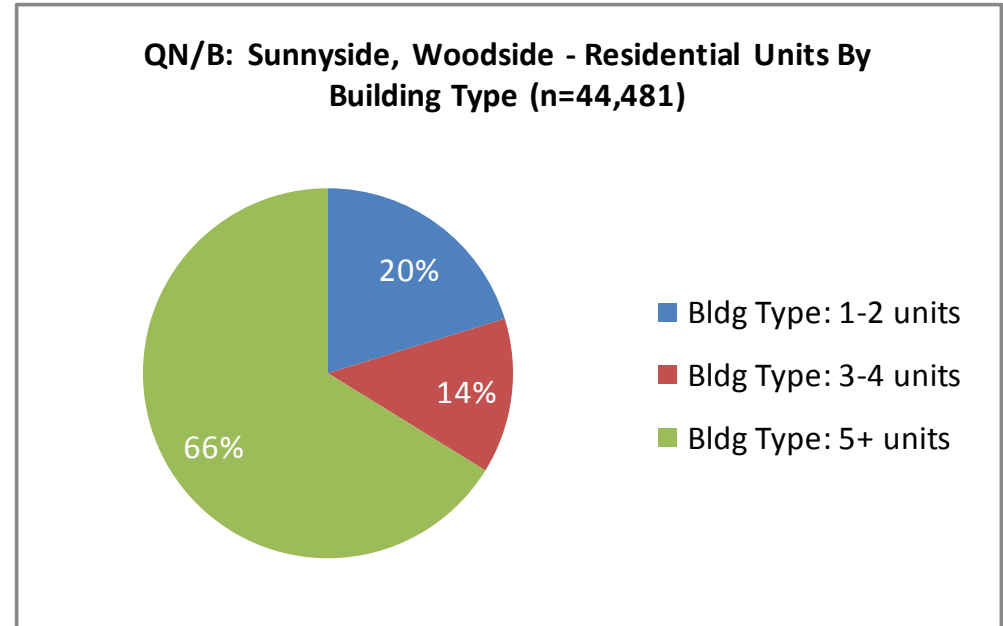
New Housing Units, 2000-2008: Sunnyside, Woodside					
Units through 2000	New Units, 2000-2008	Units through 2008	% New Units, 2000-2008	% New Units, Inner Ring, 2000-2008	% New Units, All B Zones, 2000-2008
43,154	1,327	44,481	2.98%	6.63%	5.48%
			Difference:	-3.65%	-2.50%

Source: PLUTO. Census data relies on responses from recipients; PLUTO data is from NYC Department of Finance records. This accounts for the discrepancy in total housing units.

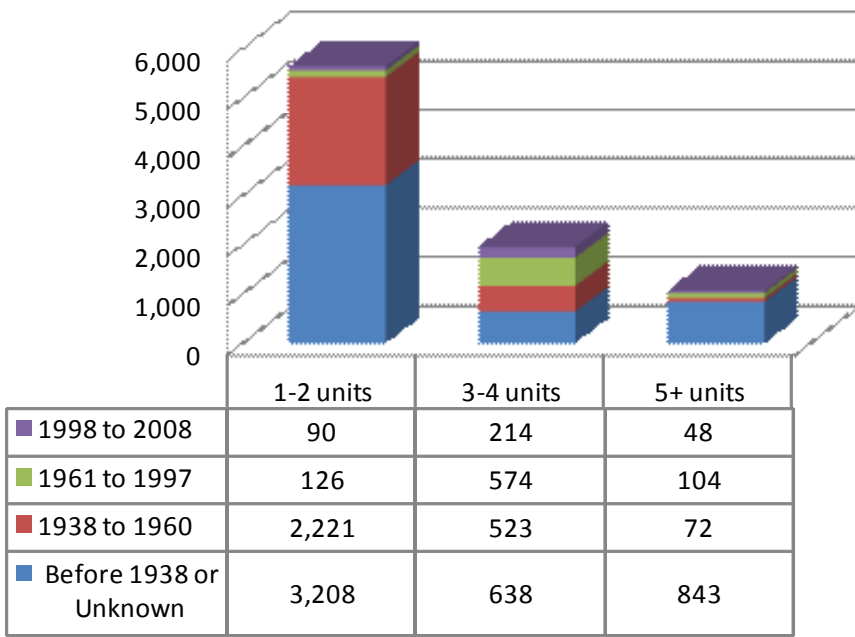
Although scattered new residential development occurred in this profile area, comparisons of NYCityMap aerial views of this profile area from 1996 and 2008 reveal a built environment that had experienced relatively little change in the intervening years.

➔ HOUSING

There are almost 44,500 dwelling units found within nearly 8,700 buildings in Sunnyside and Woodside. Residential buildings with five or more units account for 61 percent of all housing. Twenty percent of residential buildings are comprised of one to two units, and 14 percent are three- to four-unit buildings. A relatively narrow majority – 54 percent – of the housing stock was built before 1938, but 39 percent of all one- to two unit buildings in the profile area were built from 1938 to 1960, and construction of new three- to four-unit buildings has remained fairly constant across all four timespans. From 1998 to 2008 – and from 1961 to 1997 – buildings with three to four units were the most common type of new residential housing constructed, by a substantial margin.



QN/B: Sunnyside, Woodside - Residential Building Type by Year Built (n=8,661)



Source: MapPLUTO 2010

→ VEHICLE OWNERSHIP

In 2008, there were over 23,200 vehicles registered to addresses in this neighborhood, or 0.53 vehicles registered per dwelling unit. Publicly subsidized NYCHA units accounted for over 3 percent of all housing; there were no HPD units. The vehicular registration ratio for NYCHA housing was slightly lower than that of market-rate housing.

Vehicle Registrations by Housing Subsidy Type: Sunnyside, Woodside					
Borough and Zone	Public Subsidy Type	Total Residential Units by Public Subsidy (through 2006)	Percentage of Units	DMV 2008 Registrations	Ratio
QN-B	All Other Housing	42,593	96.9%	22,552	0.53
QN-B	Public Subsidy - NYCHA	1,357	3.1%	681	0.50
QN-B	Total	43,950	100.00%	23,233	0.53

Sources: PLUTO, DMV 2008 Registration data. Residential units built in 2007 and 2008 (and the DMV data for those buildings) were not included since newly-erected buildings often take time to become fully occupied.

→ ZONING

Zoning Designations Occupying Over 5 Percent of the Profile Area

No one zoning designation is dominant. R4 and R5 districts each encompass over 30 percent of this profile area. R6 districts also occupy over 10 percent of the profile area, with R7-1 districts encompassing over 5 percent. See “Descriptions of Major Zoning Districts within the Inner Ring” for a more thorough discussion of each of these zoning districts’ accessory parking requirements.

Rezoning 1996-2008

- The 130-block Maspeth-Woodside Rezoning was adopted in June 2006¹. Although primarily a contextual rezoning, higher-densities along Queens Boulevard from 50th Street to east of 72nd street were encouraged by rezoning virtually the entire corridor to R7X/C2-3, which would allow the development of buildings up to 125 feet tall. The southern half of the rezoning falls outside the study area.

Rezoning Actions After 2008

- In June 2009, the Sunnyside Gardens Zoning Text Amendment (Section 103-20) was adopted by the City Council. The recent rezoning in Sunnyside Gardens was a response to its designation as a Historic District by the Landmarks Preservation Commission in June 2007 in order to relieve property owners of having

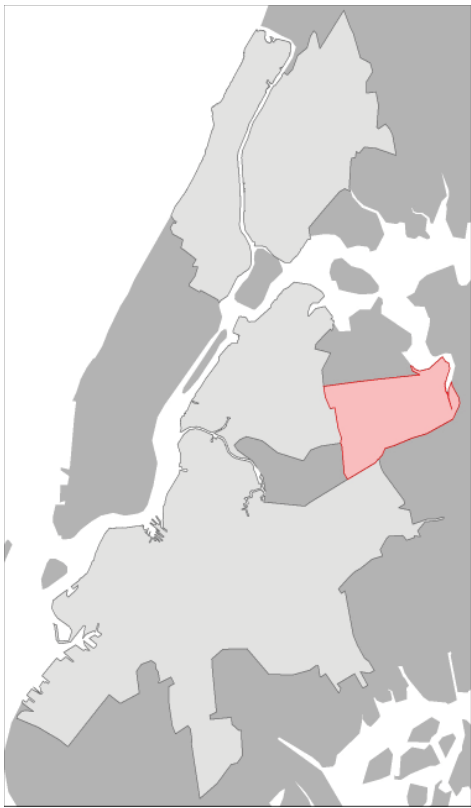
¹ An August 2006 zoning text amendment made Inclusionary Housing provisions apply to R7X districts along Queens Boulevard in Community District 2.

to apply to both the Landmarks Preservation Commission and to the City Planning Commission for modifications to their properties. All properties within the underlying residential and commercial districts of the Special Planned Community Preservation District² were rezoned to follow the regulations of an R4 district in order to preserve the historic character of the neighborhood.

Proposed Rezoning

- DCP is undertaking a rezoning study of approximately 130 blocks within Sunnyside and Woodside. The rezoning aims to prevent out-of-character development on residential side streets, especially in areas primarily consisting of two- and three-story residential buildings; reinforce the higher scale and density of the apartment buildings north and south of Queens Boulevard; provide incentives to promote the development of affordable housing; and support new business location opportunities along and near to Queens Boulevard. Specific rezoning designations and actions have not yet been proposed.

² This district was created in 1974 to preserve Sunnyside Gardens' distinctive character and site plans of the community. Parkchester, Fresh Meadows, and the Harlem River Houses also received this special designation.



JACKSON HEIGHTS ELMHURST CORONA

11368
11372
11373



A four-story building on 55th Avenue built between 1998 and 2008



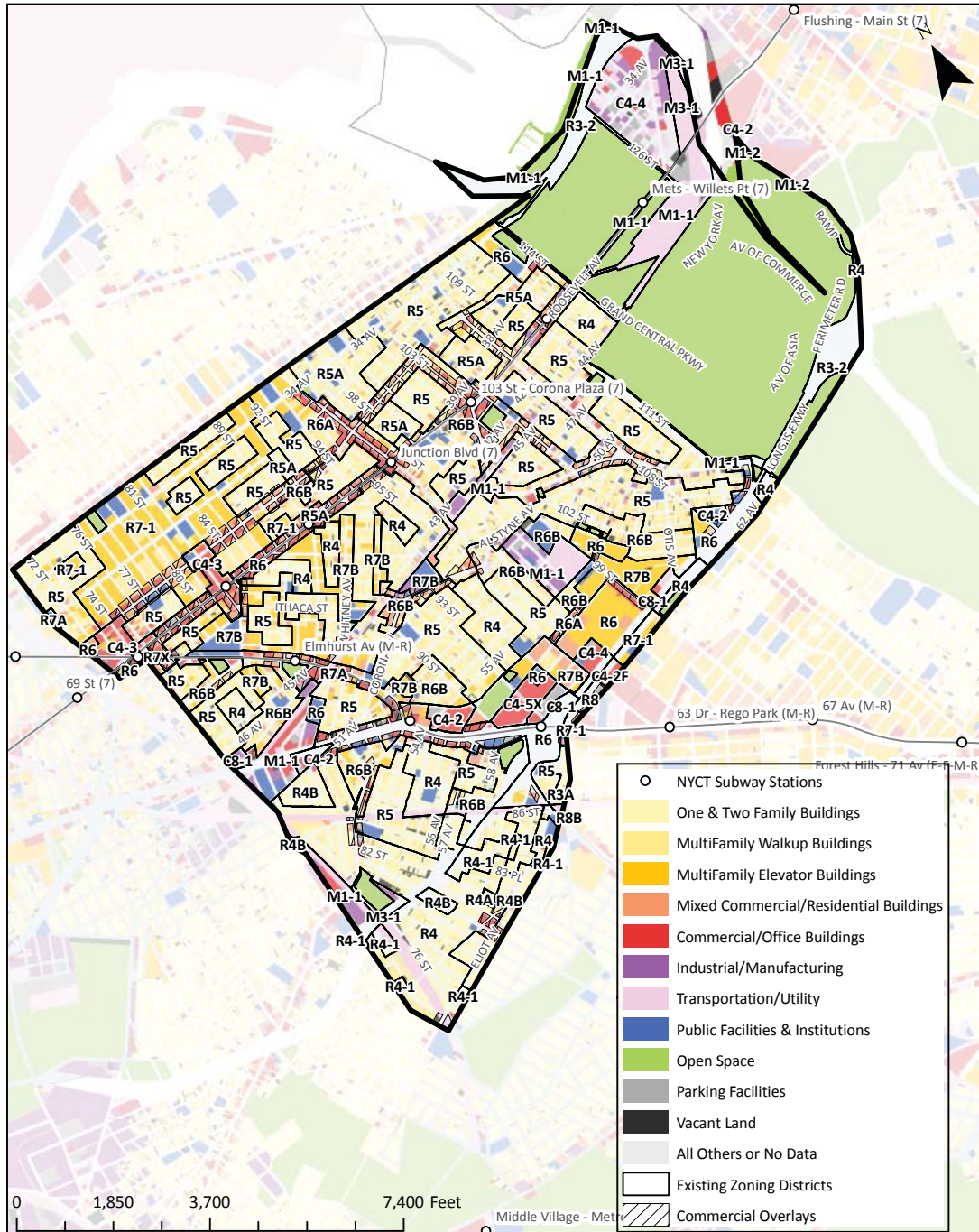
A three-story building on 43rd Avenue built between 1961 and 1997



A six-story building on Dongan Avenue built before 1961

ZONE

B 22: JACKSON HEIGHTS, ELMHURST, CORONA



➔ ZIP CODE DATA

Jackson Heights, Elmhurst, Corona: ZIP Codes 11368, 11372, 11373

Population	275,872	
Households	85,567	
Married, with Children	21,197	31.50%
Married, without Children	18,175	27.01%
Unmarried, with Children	8,810	13.09%
Unmarried, without Children	12,828	19.07%
Nonfamilies	6,275	9.33%
Households with No Vehicle	47,765	55.68%
Households with 1 Vehicle	29,634	34.54%
Households with 2 Vehicles	6,472	7.54%
Households with 3+ Vehicles	1,915	2.23%
Households with Income under \$58,155 (in 2008 dollars)*	50,584	59.06%
Households with Income over \$58,155 (in 2008 dollars)*	35,067	40.94%
Total Units	88,171	
Occupied Rental Units	64,353	72.99%
Occupied Owned Units	21,214	24.06%
Total Workers Age 16 and Over	113,800	
Drive	30,153	26.50%
Bus	6,364	5.59%
Subway	63,357	55.67%
Walk	8,590	7.55%
Other	3,439	3.02%
Worked at Home	1,897	1.67%

*\$45,000 in 1999 equaled a CPI-adjusted income of \$58,155 in 2008, the closest approximation possible to \$60,000 used in the Residential Parking Study and the 2006-2008 American Community Survey.

Source: 2000 United States Census, Tables H3, H44, P1, P18, P30, and P52; PLUTO

➔ LAND USE

- The area is characterized by a combination of multifamily elevator buildings and one/two family buildings. Mixed Commercial and Residential buildings are scattered throughout Jackson Heights and Corona, with a few also found in Elmhurst.
- Commercial corridors include 74th Street, 82nd Street, Broadway, Junction Boulevard, Northern Boulevard, Queens Boulevard, and Roosevelt Avenue where residents are able to enjoy a variety of shops and restaurants.
- Parks include Hoffman Park, Frank D. O’Connor Playground, and Linden Park. Flushing Meadows Park lies on the far eastern edge of the neighborhood and is a place for various recreational amenities, including playgrounds, a manmade lake, Citi Field, and the National Tennis Center where the US Open is held.
- This neighborhood is home to the Queens Zoo and Queens Museum of Art located inside Flushing Meadows Park, the Louis Armstrong House Museum on 107th Street, and the New York Hall of Science on 111th Street.

Developments Through 2008

Approximately 5.5 percent of this profile area’s residential units were built between 2000 and 2008 – nearly identical to the average share of new units in “B” zones and just over 1 percentage point below the share of average new unit production throughout the entire Inner Ring.

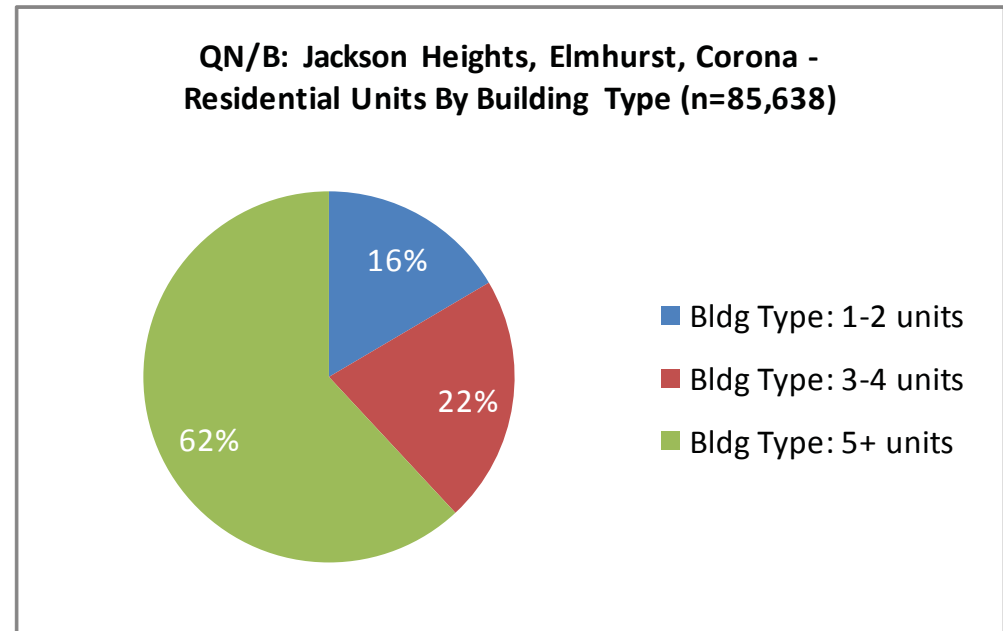
New Housing Units, 2000-2008: Jackson Heights, Elmhurst, Corona					
Units through 2000	New Units, 2000-2008	Units through 2008	% New Units, 2000-2008	% New Units, Inner Ring, 2000-2008	% New Units, All B Zones, 2000-2008
80,884	4,754	85,638	5.55%	6.63%	5.48%
			Difference:	-1.08%	0.07%

Source: PLUTO. Census data relies on responses from recipients; PLUTO data is from NYC Department of Finance records. This accounts for the discrepancy in total housing units.

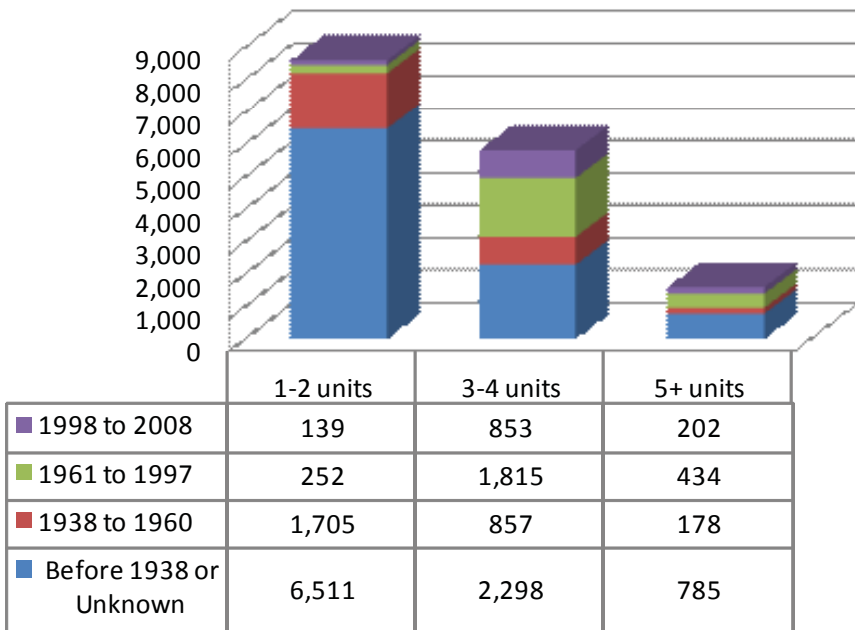
While significant additions to shopping centers along Queens Boulevard occurred between 1996 and 2008, scattered new residential development also occurred, as seen in NYCityMap aerial views from 1996 and 2008 of eastern Corona.

➔ HOUSING

There are over 85,600 dwelling units found within over 16,000 buildings in Jackson Heights, Elmhurst and Corona. Residential buildings with five or more units account for 62 percent of all housing. Sixteen percent of residential buildings are comprised of one to two units, and 22 percent are three- to four-unit buildings. A majority of the housing stock was built before 1938, but this majority comes solely from the substantial presence of one- to- two-unit pre-1938 dwellings. Three- to four-unit and five or more unit buildings built since 1938 outnumber those built before then, with a particularly large surge of three- to four-unit buildings constructed between 1961 and 1997. From 1998 to 2008, buildings with three to four units remained the most common type of new residential housing constructed, and by a substantial majority.



QN/B: Jackson Heights, Elmhurst, Corona - Residential Building Type by Year Built (n=16,029)



Source: MapPLUTO 2010

→ VEHICLE OWNERSHIP

In 2008, there were over 42,400 vehicles registered to addresses in this neighborhood, or 0.51 vehicles registered per dwelling unit. There was virtually no NYCHA housing and no HPD housing at all.

Vehicle Registrations by Housing Subsidy Type: Jackson Heights, Elmhurst, Corona

Borough and Zone	Public Subsidy Type	Total Residential Units by Public Subsidy (through 2006)	Percentage of Units	DMV 2008 Registrations	Ratio
QN-B	All Other Housing	83,869	100.0%	42,409	0.51
QN-B	Public Subsidy - HPD	7	0.0%	6	0.86
QN-B	Total	83,876	100.00%	42,415	0.51

Sources: PLUTO, DMV 2008 Registration data. Residential units built in 2007 and 2008 (and the DMV data for those buildings) were not included since newly-erected buildings often take time to become fully occupied.

→ ZONING

Zoning Designations Occupying Over 5 Percent of the Profile Area

No one zoning designation is dominant. R5 districts encompass over 35 percent of this profile area. R6B districts occupy nearly 15 percent of the profile area, and R4, R7-1, R6, and R7B districts each encompass over 5 percent. See “Descriptions of Major Zoning Districts within the Inner Ring” for a more thorough discussion of each of these zoning districts’ accessory parking requirements.

Rezoning 1996-2008

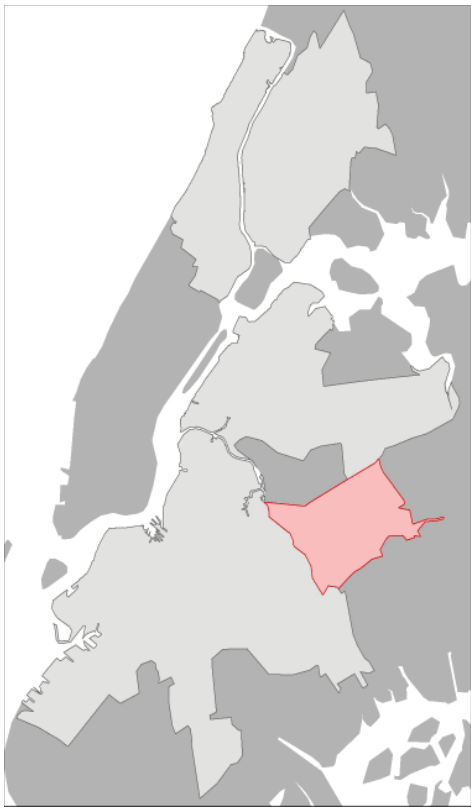
- In September 2003, the 120-block North Corona Rezoning was adopted. The rezoning aimed to maintain the character and context of side streets while encouraging higher densities on major roads such as Astoria Boulevard, Junction Boulevard and Northern Boulevard. Commercial overlay districts were also increased (but narrowed to reduce encroachment onto side streets) and realigned to match ground-floor retail uses. R5 and R6 districts west of Junction Boulevard were replaced with R6A. R5 and C8-1 on Northern Boulevard was replaced with R6. Most R6 districts on Northern Boulevard were replaced with R6B, and most R5 blocks above Northern Boulevard were replaced with R4 blocks. (Changes to this rezoning were made in 2009. See the “Recent and Future Rezonings” section for more information.)

Rezoning Actions After 2008

- A 100-block rezoning adopted in March 2009 largely modified parts of the 2003 rezoning. Out-of-character construction had followed the initial rezoning; this second effort sought to reinforce contextual development, along with limiting building heights along Northern and Astoria boulevards. Portions of R6B zones were rezoned to R5A and R5, and R6 zones were rezoned to R6A on both sides of Northern Boulevard and the eastern edge of Astoria Boulevard. C1-2, C2-2, and C8-1 zones on Northern Boulevard were replaced with C2-4 zones.

Proposed Rezonings

- No major rezoning actions have been proposed as of November 2010.



RIDGEWOOD GLENDALE MIDDLE VILLAGE

11379
11385



A three-story building on 60th Street built between 1998 and 2008



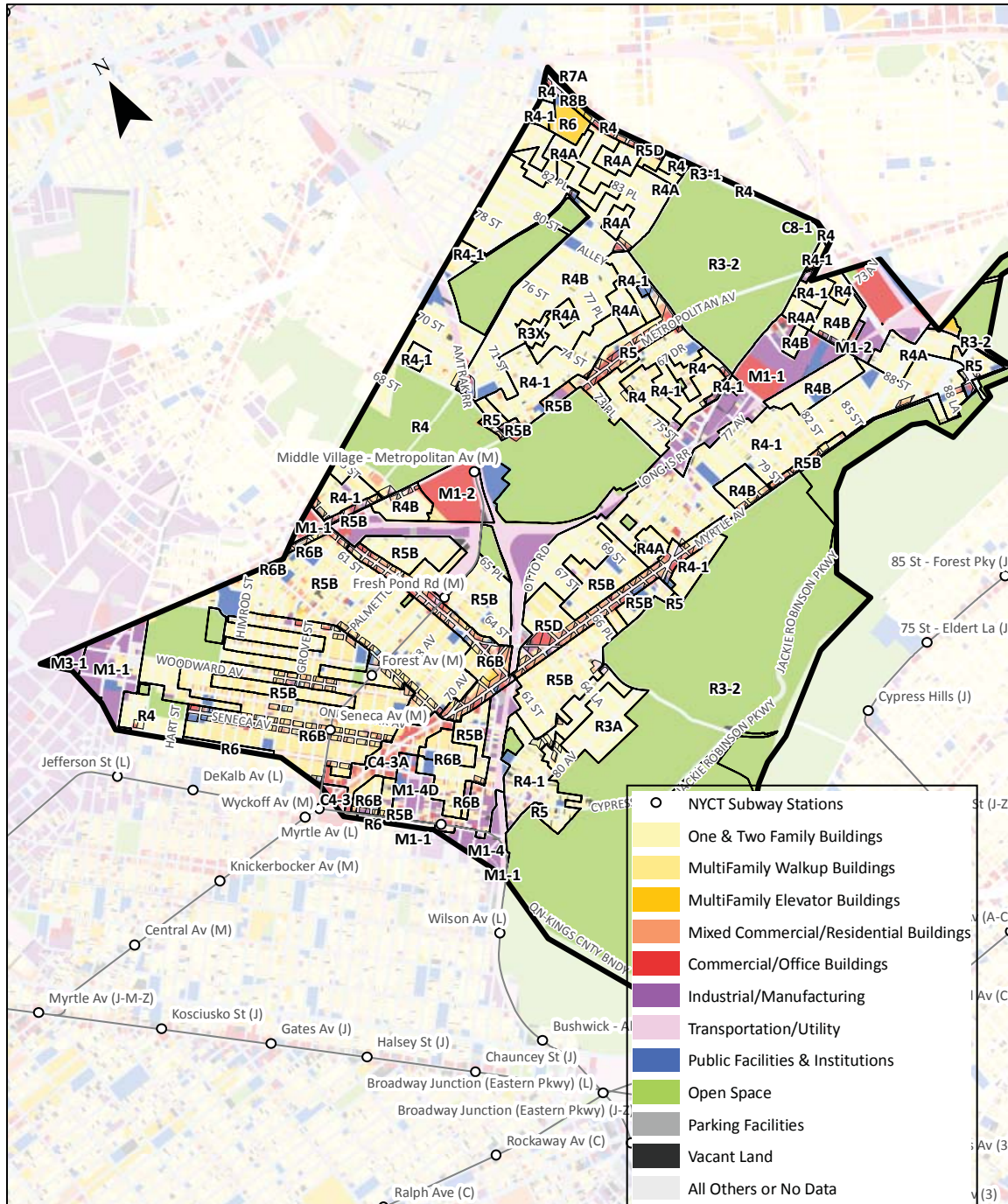
A six-story building on Metropolitan Avenue built between 1961 and 1997



A four-story building on Fresh Pond Road built before 1961

ZONE

B 23: MIDDLE VILLAGE, RIDGEWOOD, GLENDALE



➔ ZIP CODE DATA

Middle Village, Ridgewood, Glendale: ZIP Codes 11379, 11385

Population	126,508	
Households	46,571	
Married, with Children	11,117	31.99%
Married, without Children	11,651	33.52%
Unmarried, with Children	4,674	13.45%
Unmarried, without Children	5,126	14.75%
Nonfamilies	2,186	6.29%
Households with No Vehicle	18,450	39.56%
Households with 1 Vehicle	18,897	40.52%
Households with 2 Vehicles	7,523	16.13%
Households with 3+ Vehicles	1,770	3.80%
Households with Income under \$58,155 (in 2008 dollars)*	26,176	56.13%
Households with Income over \$58,155 (in 2008 dollars)*	20,461	43.87%
Total Units	48,634	
Occupied Rental Units	29,337	60.32%
Occupied Owned Units	17,234	35.44%
Total Workers Age 16 and Over	50,521	
Drive	22,640	44.81%
Bus	6,085	12.04%
Subway	16,175	32.02%
Walk	3,997	7.91%
Other	930	1.84%
Worked at Home	694	1.37%

*\$45,000 in 1999 equaled a CPI-adjusted income of \$58,155 in 2008, the closest approximation possible to \$60,000 used in the Residential Parking Study and the 2006-2008 American Community Survey.

Source: 2000 United States Census, Tables H3, H44, P1, P18, P30, and P52; PLUTO

→ LAND USE

- The area is characterized by relatively low-density one/two family buildings and mixed commercial/residential buildings. There are a handful of multifamily elevator buildings scattered throughout the neighborhood.
- Commercial corridors include Forest Avenue, Metropolitan Avenue, and Myrtle Avenue.
- Forest Park, the third largest park in Queens, is located on the southeastern edge of the area. The park offers a variety of attractions, including the bandshell, playgrounds, hiking trails, a golf course, softball fields, tennis courts, basketball courts, and a 400-meter track. Juniper Valley Park, Evergreen Park, and Joseph F. Mafera Park are also within the area.

Developments Through 2008

Less than 2 percent of this profile area’s residential units were built between 2000 and 2008 – nearly 4 percentage points below the average share of new units in “B” zones and nearly 5 percentage points below the share of average new unit production throughout the entire Inner Ring.

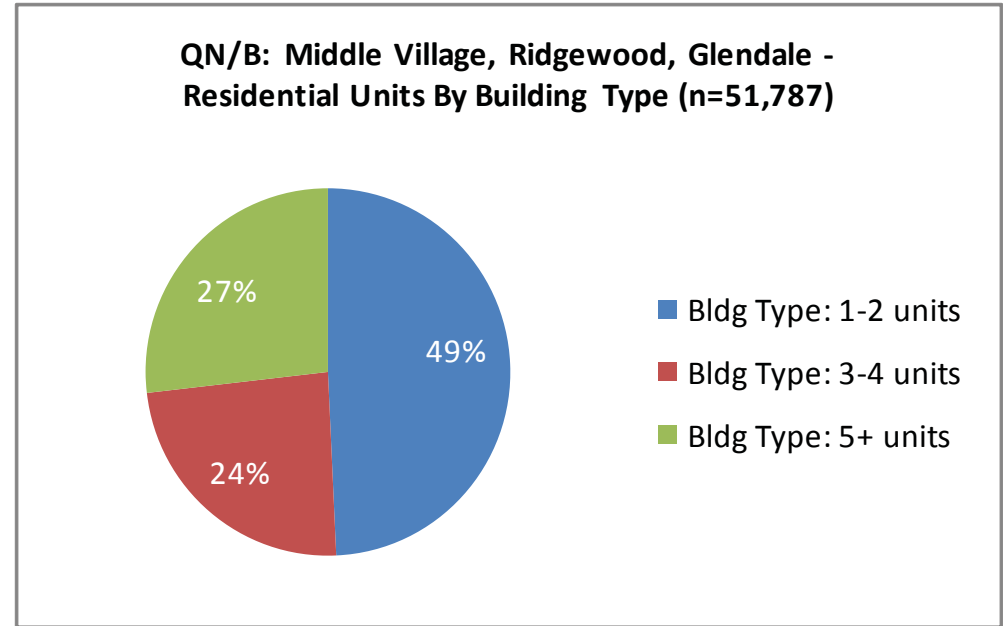
New Housing Units, 2000-2008: Middle Village, Ridgewood, Glendale					
Units through 2000	New Units, 2000-2008	Units through 2008	% New Units, 2000-2008	% New Units, Inner Ring, 2000-2008	% New Units, All B Zones, 2000-2008
50,854	933	51,787	1.80%	6.63%	5.48%
			Difference:	-4.83%	-3.68%

Source: PLUTO. Census data relies on responses from recipients; PLUTO data is from NYC Department of Finance records. This accounts for the discrepancy in total housing units.

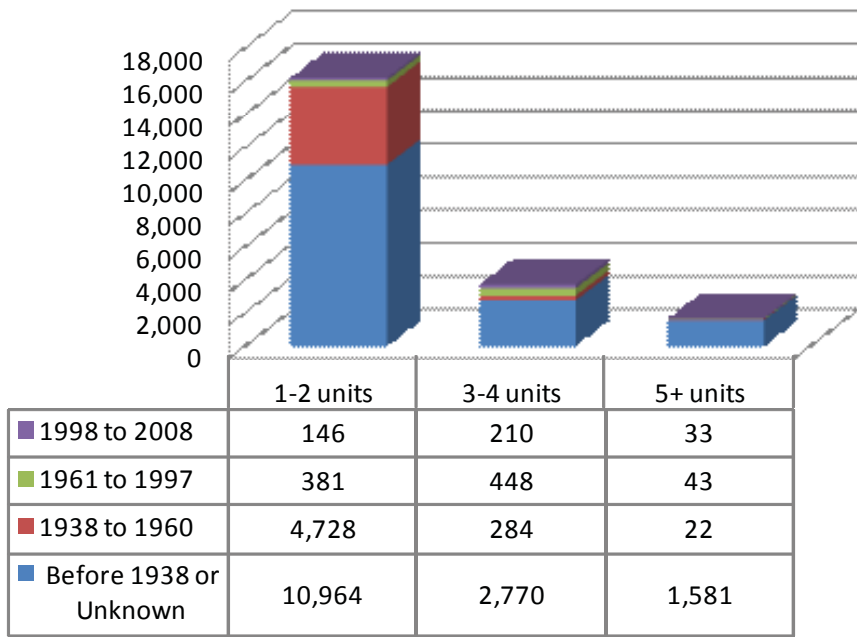
This profile area experienced relatively little new residential unit construction between 1996 and 2008. In fact, some parts of the profile area, such as Ridgewood, had built environments which had changed little between 1924 and 2008, as seen in NYCityMap aerial views.

→ HOUSING

There are almost 51,800 dwelling units found within over 21,600 buildings in Middle Village, Ridgewood and Glendale. Unlike every other neighborhood profile area, one- to two-unit buildings comprise the largest share of housing, at 49 percent. Twenty-four percent of residential buildings are comprised of three to four units, and 27 percent are buildings containing five or more units. A substantial majority of the housing stock was built before 1938, but construction of one- to two-unit dwellings continued at a high rate into the 1938-1960 period. From 1998 to 2008, buildings with three to four units were the most common type of new residential housing constructed.



QN/B: Middle Village, Ridgewood, Glendale - Residential Building Type by Year Built (n=21,610)



Source: MapPLUTO 2010

→ VEHICLE OWNERSHIP

In 2008, there were over 41,000 vehicles registered to addresses in this neighborhood, or 0.80 vehicles registered per dwelling unit – the highest ratio in the Inner Ring by a wide margin. All housing in this area was market rate.

Vehicle Registrations by Housing Subsidy Type: Middle Village, Ridgewood, Glendale					
Borough and Zone	Public Subsidy Type	Total Residential Units by Public Subsidy (through 2006)	Percentage of Units	DMV 2008 Registrations	Ratio
QN-B	All Housing	51,232	100.0%	41,024	0.80

Sources: PLUTO, DMV 2008 Registration data. Residential units built in 2007 and 2008 (and the DMV data for those buildings) were not included since newly-erected buildings often take time to become fully occupied.

→ ZONING

Zoning Designations Occupying Over 5 Percent of the Profile Area

No one zoning designation is dominant. R3-2 districts encompass over 35 percent of this profile area. R5B, R4-1 and R4 districts each also occupy over 10 percent of the profile area, with R4B and R6B districts each encompassing over 5 percent. See “Descriptions of Major Zoning Districts within the Inner Ring” for a more thorough discussion of each of these zoning districts’ accessory parking requirements.

Rezoning 1996-2008

- The 161-block Middle Village-Glendale Rezoning was adopted in March 2006. Although primarily a contextual rezoning designed to preserve the area’s low-density residential nature, a higher-density district (R6B) was established along part of Metropolitan Avenue. (A second rezoning in these neighborhoods, which does not overlap with the first, occurred in 2009. See below.)
- A follow-up rezoning, adopted in August 2006, aimed to prevent out-of-context development over 21 additional blocks not covered by the original rezoning. Parts of R5 zoning districts were rezoned R4, R4-1 and R5B.

Rezoning Actions After 2008

- A rezoning adopted across about 300 scattered, discontinuous blocks across Middle Village, Glendale and Maspeth was adopted in July 2009. This was mainly a contextual rezoning, designed to replace existing zoning with either con-

text-sensitive or lower-density districts. Commercial overlays were also adjusted to prevent encroachment upon side streets. This rezoning did not overlap with the previous ones in these communities.

Proposed Rezoning

- No major rezoning actions have been proposed as of November 2010.



GREENPOINT

11222



A six-story building on Huron Street built between 1998 and 2008



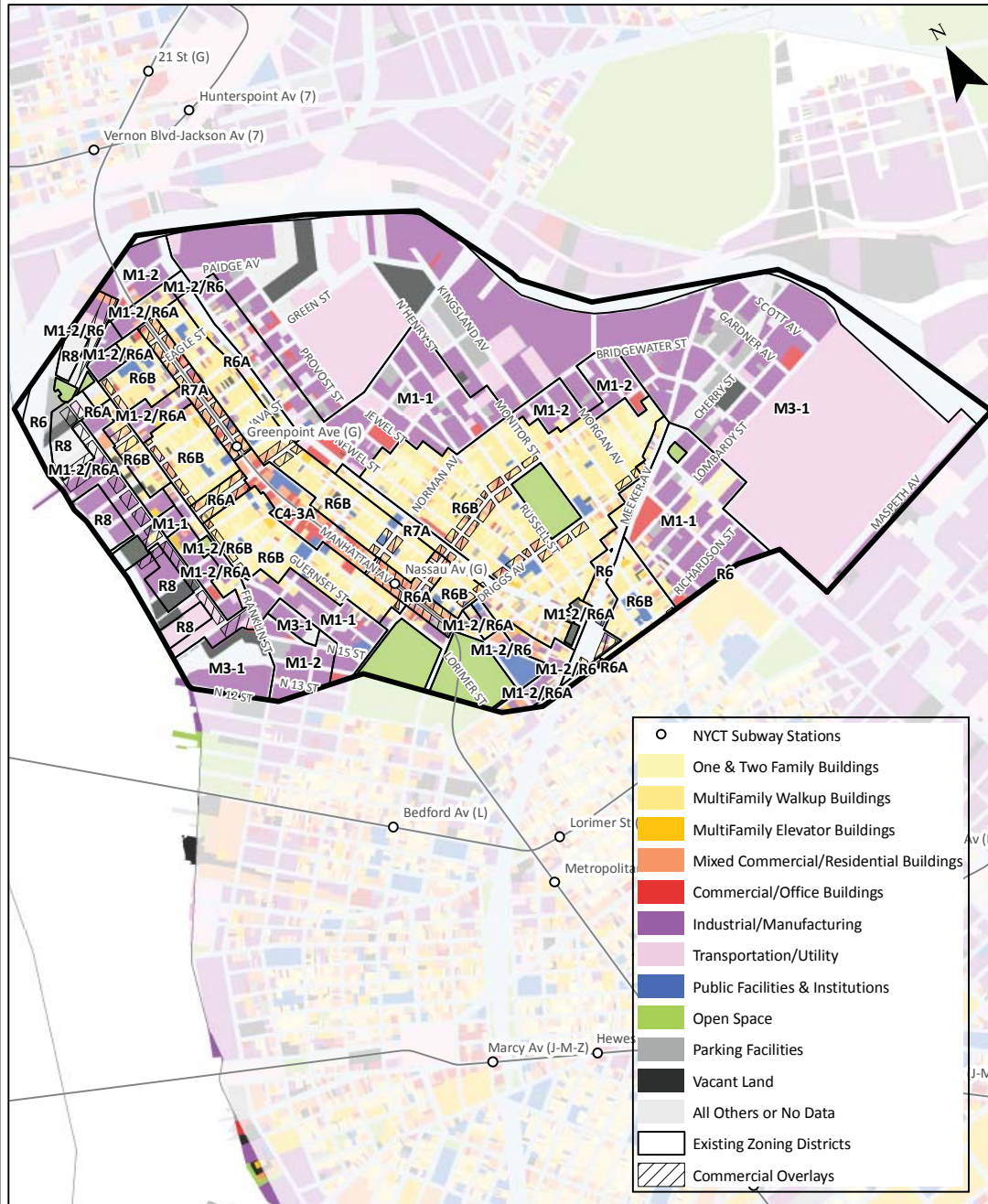
A three-story building on Monitor Street built between 1961 and 1997



A three-story building on Nassau Avenue built before 1961

ZONE
B

11: GREENPOINT



➔ ZIP CODE DATA

Greenpoint: ZIP Code 11222

Population	39,360	
Households	15,865	
Married, with Children	2,742	24.97%
Married, without Children	3,183	28.98%
Unmarried, with Children	945	8.60%
Unmarried, without Children	1,874	17.06%
Nonfamilies	2,238	20.38%
Households with No Vehicle	9,865	61.60%
Households with 1 Vehicle	5,100	31.85%
Households with 2 Vehicles	896	5.60%
Households with 3+ Vehicles	153	0.96%
Households with Income under \$58,155 (in 2008 dollars)*	10,187	64.01%
Households with Income over \$58,155 (in 2008 dollars)*	5,728	35.99%
Total Units	16,758	
Occupied Rental Units	12,813	76.46%
Occupied Owned Units	3,052	18.21%
Total Workers Age 16 and Over	18,611	
Drive	4,541	24.40%
Bus	1,084	5.82%
Subway	9,519	51.15%
Walk	2,447	13.15%
Other	610	3.28%
Worked at Home	410	2.20%

*\$45,000 in 1999 equaled a CPI-adjusted income of \$58,155 in 2008, the closest approximation possible to \$60,000 used in the Residential Parking Study and the 2006-2008 American Community Survey.

Source: 2000 United States Census, Tables H3, H44, P1, P18, P30, and P52; PLUTO

➔ LAND USE

- The neighborhood is made up of mostly low rise multifamily buildings, such as three-family townhouses. Some modestly higher-density development has also occurred in recent years.
- Manhattan Avenue is considered the center of the commercial district. Franklin Street which runs parallel to Manhattan Avenue is an up-and-coming location for local businesses as well.
- Recreation: McCarren Park offers tennis courts and fields. It is the home to many markets and concerts in the summer; the park’s pool is being rebuilt. McGolrick Park is another place of recreation in the area.
- Attractions: Although the area has received an influx of new residents in recent years, it remains a prominent neighborhood for Polish-American culture and cuisine.

Developments Through 2008

More than 9 percent of this profile area’s residential units were built between 2000 and 2008 – nearly 4 percentage points above the average share of new units in “B” zones and nearly 3 percentage points above the share of average new unit production throughout the entire Inner Ring.

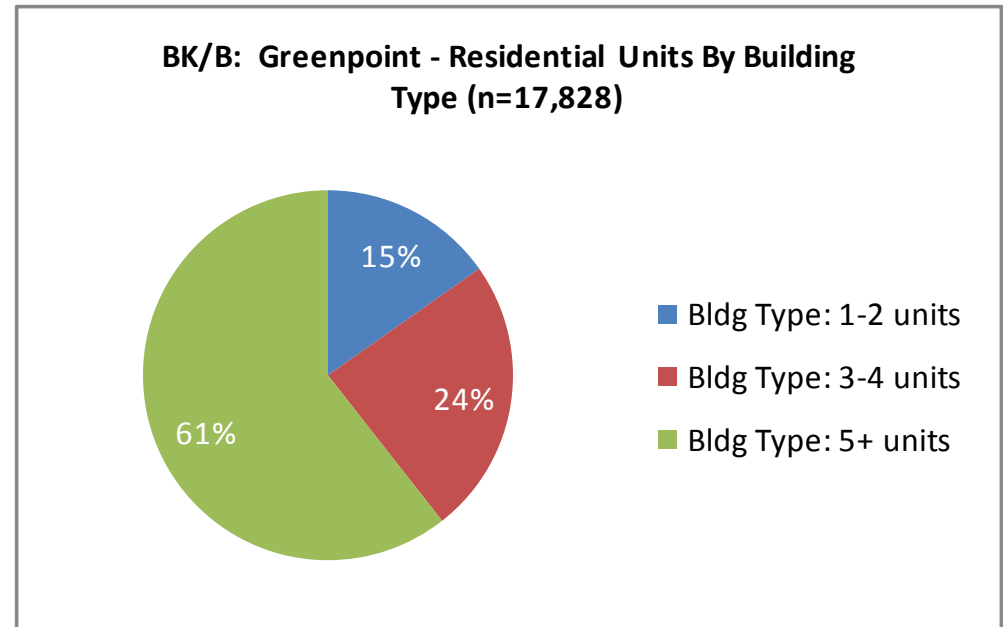
New Housing Units, 2000-2008: Greenpoint					
Units through 2000	New Units, 2000-2008	Units through 2008	% New Units, 2000-2008	% New Units, Inner Ring, 2000-2008	% New Units, All B Zones, 2000-2008
16,149	1,679	17,828	9.42%	6.63%	5.48%
			Difference:	2.79%	3.94%

Source: PLUTO. Census data relies on responses from recipients; PLUTO data is from NYC Department of Finance records. This accounts for the discrepancy in total housing units.

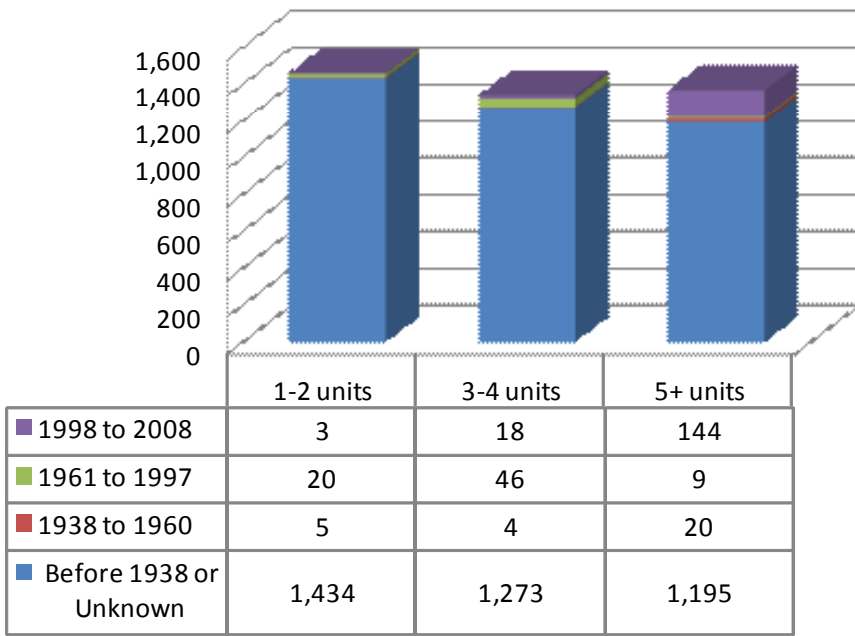
Comparisons of NYCityMap aerial views of this profile area from 1996 and 2008 do not initially reveal large-scale changes in Greenpoint’s built environment. However, a more fine-grained view, such as 1996 and 2008 comparisons of the area west of McGuinness Boulevard between Eagle and Huron streets, reveal the incremental filling of vacant lots and replacement of older developments which were taking place during these years.

➔ HOUSING

There are over 17,800 dwelling units found within almost 4,200 buildings in Greenpoint. Residential buildings with five or more units account for 61 percent of all housing. Fifteen percent of residential buildings are comprised of one to two units, and 24 percent are three- to four-unit buildings. An overwhelming majority of the housing stock was built before 1938. Construction of buildings with five or more units increased from nine (between 1961 and 1997) to 144 (between 1998 and 2008), and were the most common type of new residential housing constructed by an overwhelming margin.



BK/B: Greenpoint - Residential Building Type by Year Built (n=4,171)



Source: MapPLUTO 2010

→ VEHICLE OWNERSHIP

In 2008, there were nearly 5,300 vehicles registered to addresses in this neighborhood, or 0.31 vehicles registered per dwelling unit. All housing in this area was market rate.

Vehicle Registrations by Housing Subsidy Type: Greenpoint					
Borough and Zone	Public Subsidy Type	Total Residential Units by Public Subsidy (through 2006)	Percentage of Units	DMV 2008 Registrations	Ratio
BK-B	All Housing	16,889	100.0%	5,291	0.31

Sources: PLUTO, DMV 2008 Registration data. Residential units built in 2007 and 2008 (and the DMV data for those buildings) were not included since newly-erected buildings often take time to become fully occupied.

→ ZONING

Zoning Designations Occupying Over 5 Percent of the Profile Area

R6B districts encompass over 50 percent of this profile area. R6 and R8 districts each also occupy over 10 percent of the profile area, with M1-2/R6A encompassing over 5 percent. See “Descriptions of Major Zoning Districts within the Inner Ring” for a more thorough discussion of each of these zoning districts’ accessory parking requirements.

Rezoning 1996-2008

- In May 2005, a series of zoning actions were adopted in order to allow for new housing, commercial development and waterfront access along and inland from the 2 northernmost miles of Brooklyn’s East River waterfront, while retaining critical concentrations of industry. R6, R6A, R6B, and R7A zoning districts were added upland and height limits and building setbacks were implemented, while R6 and R8 zoning was enacted on the shore in tandem with a waterfront access plan. A C2-4 commercial overlay district was created along the upland edge of waterfront blocks, which permitted local retail use along these streets. Additional streetscape rules were also adopted in order to create a pedestrian-friendly environment.

Since enactment of the rezoning (and a smaller follow-up rezoning of 19 inland blocks in 2006), several high-rise developments have been built. While some of them are along the waterfront, others are farther inland. McCarren Park in particular has been bracketed by new residential construction, but other neighborhoods well to the south and east have also seen new development.

Rezoning Actions After 2008

- In July 2009 the 175-block Greenpoint-Williamsburg Contextual Rezoning was enacted east of the 2005 rezoning, described above. Largely a contextual rezoning, portions of R6 districts were converted to R6A, R6B, and R7A in an effort to protect the built environment from out-of-scale developments, which had begun to appear over the prior decade. Commercial overlays were rezoned from C4-3 to C4-3A, and C4-4A to afford similar protections to retail corridors.

Proposed Rezonings

- No major rezoning actions have been proposed as of November 2010.



FORT GREENE CLINTON HILL PROSPECT HEIGHTS BEDFORD-STUYVESANT WEST

11205
11238



A six-story building on Spencer Street built between 1998 and 2008



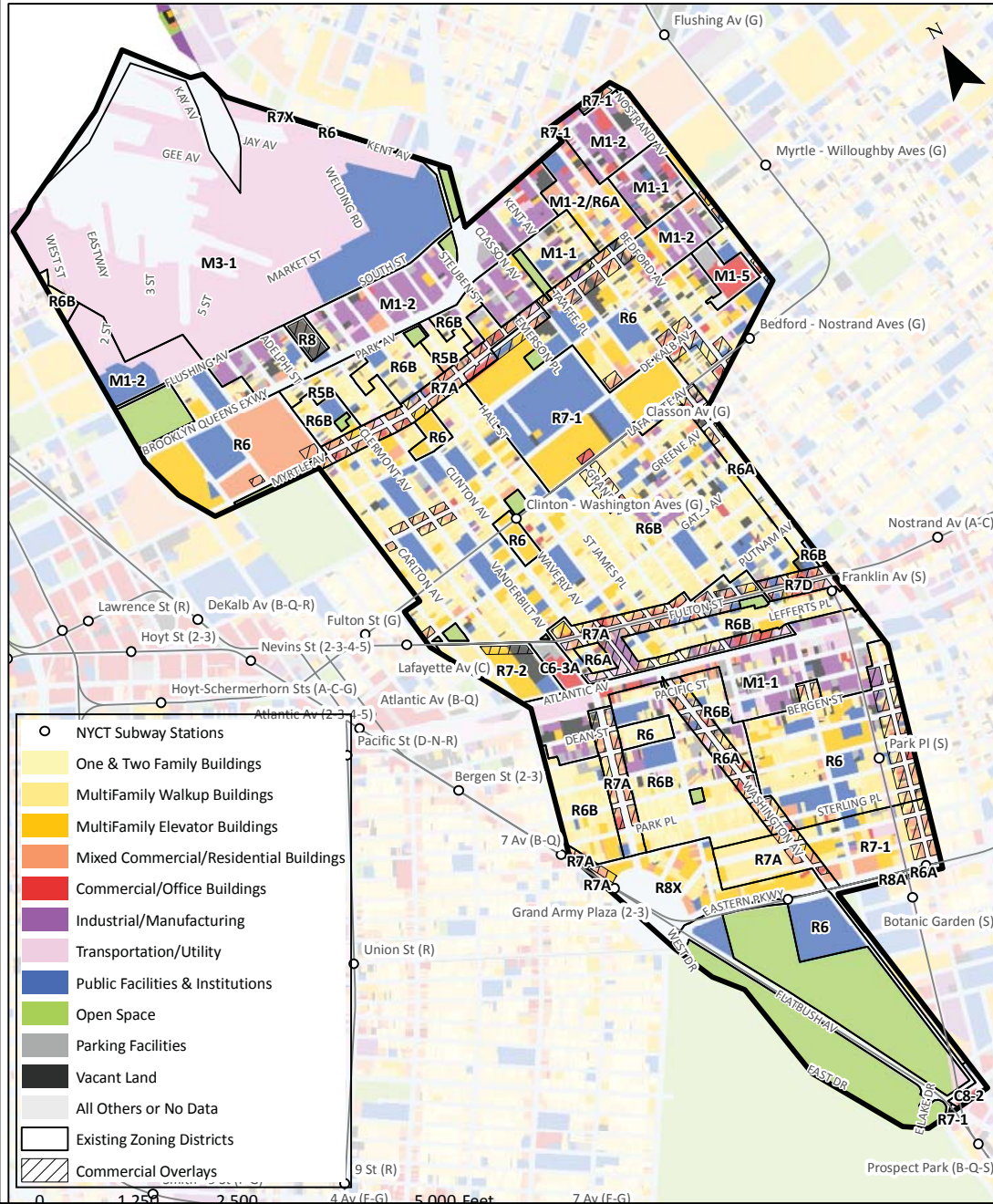
A three-story building on Dean Street built between 1961 and 1997



Four-story buildings on St. Mark's Avenue built before 1961

ZONE

B 15: FORT GREENE, CLINTON HILL, PROSPECT HEIGHTS,
BEDFORD-STUYVESANT WEST



➔ ZIP CODE DATA

Fort Greene, Clinton Hill, Prospect Heights, Bedford-Stuyvesant West: ZIP Codes 11205, 11238

Population	84,587	
Households	34,024	
Married, with Children	3,464	16.19%
Married, without Children	4,141	19.35%
Unmarried, with Children	5,114	23.89%
Unmarried, without Children	4,706	21.99%
Nonfamilies	3,977	18.58%
Households with No Vehicle	23,178	67.75%
Households with 1 Vehicle	9,456	27.64%
Households with 2 Vehicles	1,334	3.90%
Households with 3+ Vehicles	242	0.71%
Households with Income under \$58,155 (in 2008 dollars)*	20,677	60.69%
Households with Income over \$58,155 (in 2008 dollars)*	13,392	39.31%
Total Units	36,738	
Occupied Rental Units	27,039	73.60%
Occupied Owned Units	6,985	19.01%
Total Workers Age 16 and Over	35,259	
Drive	7,185	20.38%
Bus	3,086	8.75%
Subway	19,573	55.51%
Walk	3,113	8.83%
Other	1,252	3.55%
Worked at Home	1,050	2.98%

*\$45,000 in 1999 equaled a CPI-adjusted income of \$58,155 in 2008, the closest approximation possible to \$60,000 used in the Residential Parking Study and the 2006-2008 American Community Survey.

Source: 2000 United States Census, Tables H3, H44, P1, P18, P30, and P52; PLUTO

➔ LAND USE

- The area is known for its 19th century brownstones, although high-rise housing also dots the area. The former Williamsburg Saving Bank building has also been converted to residential use. Many people also choose to live in co-op buildings.
- Myrtle Avenue and Fulton Street are known as Clinton Hill’s commercial center. In addition, Vanderbilt Avenue, DeKalb Avenue and Washington Avenue are thriving centers for ground-floor commercial activity in the area.
- Prospect Park, the Brooklyn Botanic Garden and the Eastern Parkway promenade are major recreation centers immediately south of this area.
- The Brooklyn Academy of Music and the shops at Atlantic Center are located adjacent to the Atlantic Avenue/Pacific Street/Flatbush Avenue subway station and LIRR terminal. Pratt Institute is located within the study area, and Brooklyn Museum of Art is located immediately south of the area.

Developments Through 2008

Approximately 9 percent of this profile area’s residential units were built between 2000 and 2008 – over 3.5 percentage points above the average share of new units in “B” zones and over 2 percentage points above the share of average new unit production throughout the entire Inner Ring.

New Housing Units, 2000-2008: Fort Greene, Clinton Hill, Prospect Heights, Bedford-Stuyvesant West					
Units through 2000	New Units, 2000-2008	Units through 2008	% New Units, 2000-2008	% New Units, Inner Ring, 2000-2008	% New Units, All B Zones, 2000-2008
38,461	3,828	42,289	9.05%	6.63%	5.48%
			Difference:	2.42%	3.57%

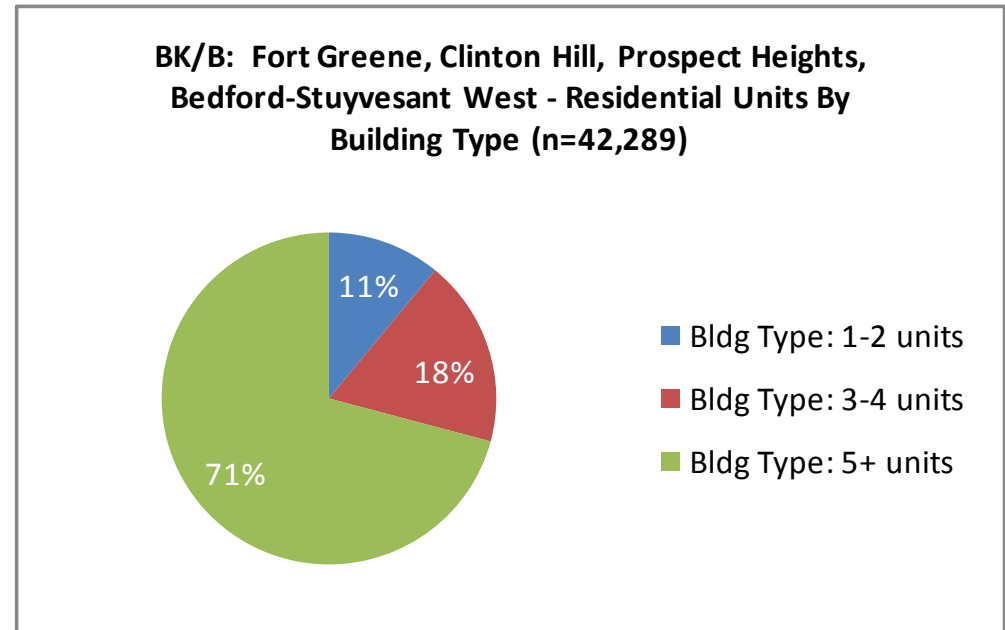
Source: PLUTO. Census data relies on responses from recipients; PLUTO data is from NYC Department of Finance records. This accounts for the discrepancy in total housing units.

While this profile area did not experience the more through destruction of residential units that occurred in the South Bronx, comparisons of NYCityMap aerial views from 1996 and 2008 show a notable presence of vacant lots scattered throughout all but the western parts of this profile area in 1996. For example, the area north

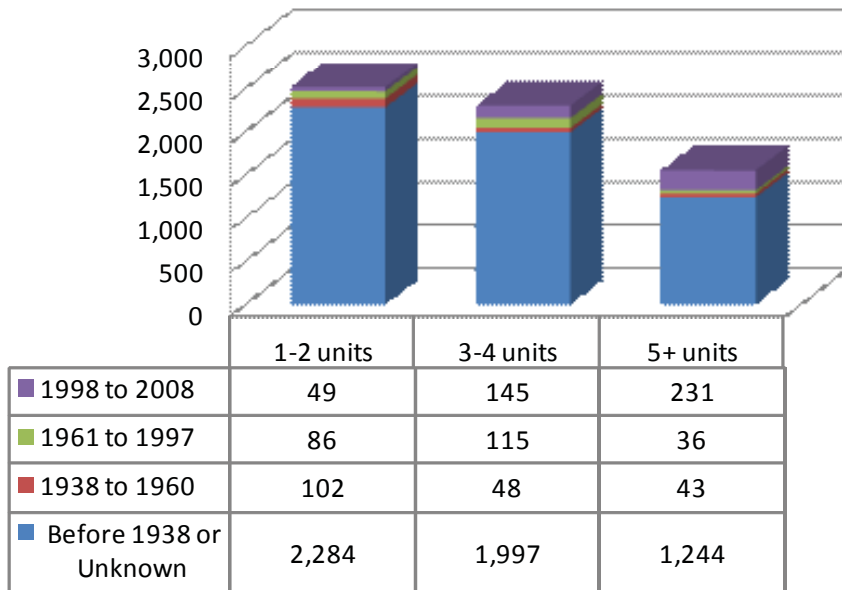
of Atlantic Avenue and west of Franklin Avenue had significant quantities of vacant land in 1996. By 2008, that land had been only partially redeveloped. Vacant land continues to exist in small to moderate quantities throughout the rest of this profile area.

➔ HOUSING

There are almost 42,300 dwelling units found within nearly 6,400 buildings in Fort Greene, Clinton Hill, Prospect Heights and Bedford-Stuyvesant West. Residential buildings with five or more units account for 71 percent of all housing. Eleven percent of residential buildings are comprised of one to two units, and 18 percent are three- to four-unit buildings. An overwhelming majority of the housing stock was built before 1938, but construction of three- to four-unit building and buildings with five or more units increased substantially between 1998 and 2008, with buildings of five or more units most common type of new residential housing constructed.



BK/B: Fort Greene, Clinton Hill, Prospect Heights, Bedford-Stuyvesant West - Residential Building Type by Year Built (n=6,380)



Source: MapPLUTO 2010

→ VEHICLE OWNERSHIP

In 2008, there were nearly 10,300 vehicles registered to addresses in this neighborhood, or 0.25 vehicles registered per dwelling unit. Publicly subsidized NYCHA units accounted for over 6 percent of all housing; HPD units – a small presence in this area – comprised an additional 1.3 percent. The vehicular registration ratio for NYCHA housing was lower than that of market-rate housing. HPD units’ vehicle registration ratio was significantly higher than that of market rate housing.

Vehicle Registrations by Housing Subsidy Type: Fort Greene, Clinton Hill, Prospect Heights, Bedford-Stuyvesant West

Borough and Zone	Public Subsidy Type	Total Residential Units by Public Subsidy (through 2006)	Percentage of Units	DMV 2008 Registrations	Ratio
BK-B	All Other Housing	37,901	92.5%	9,582	0.25
BK-B	Public Subsidy - HPD	538	1.3%	182	0.34
BK-B	Public Subsidy - NYCHA	2,551	6.2%	496	0.19
BK-B	Total	40,990	100.00%	10,260	0.25

Sources: PLUTO, DMV 2008 Registration data. Residential units built in 2007 and 2008 (and the DMV data for those buildings) were not included since newly-erected buildings often take time to become fully occupied.

→ ZONING

Zoning Designations Occupying Over 5 Percent of the Profile Area

No one zoning designation is dominant. R6B districts encompass over 40 percent of this profile area. R6 districts also occupy over 25 percent of the profile area, with R7-1 districts encompassing over 10 percent. R7A districts occupy over 5 percent of this area. See “Descriptions of Major Zoning Districts within the Inner Ring” for a more thorough discussion of each of these zoning districts’ accessory parking requirements.

Rezoning 1996-2008

- In July 2007, a 99-block rezoning was approved in the Fort Greene and Clinton Hill area. Eleven- to 13-story towers built in R6 districts using height factor regulations had been encroaching on the neighborhood’s low-rise context. This contextual rezoning sought to preserve the neighborhood’s scale, built environment, and character. The study area was largely rezoned from R6 to R6B; R7A districts were added along Myrtle Avenue, Fulton Street and Atlantic Avenue to allow for higher-density residential construction at a scale more consistent with the surrounding community.

Rezoning Actions After 2008

- No major rezonings have been enacted in this profile area.

Proposed Rezonings

- DCP is currently undertaking a rezoning study for an approximately 140-block area located in the northern half of the Bedford-Stuyvesant neighborhood. This study would build upon the nearby Bedford-Stuyvesant South rezoning, approved in 2007. The proposed rezoning would preserve neighborhood scale and character; maintain opportunities for mid-rise apartment building construction along appropriate corridors; and allow for residential growth with incentives for affordable housing along certain transit and retail corridors. The rezoning study analyzes development along the mid-blocks and avenues in order to ensure the mapping of medium density, contextual zoning districts that more accurately reflect the existing built character.



PARK SLOPE WINDSOR TERRACE BOERUM HILL COBBLE HILL 11215 11217 CARROLL GARDENS RED HOOK 11231



A four-story building on Douglass Street built between 1998 and 2008



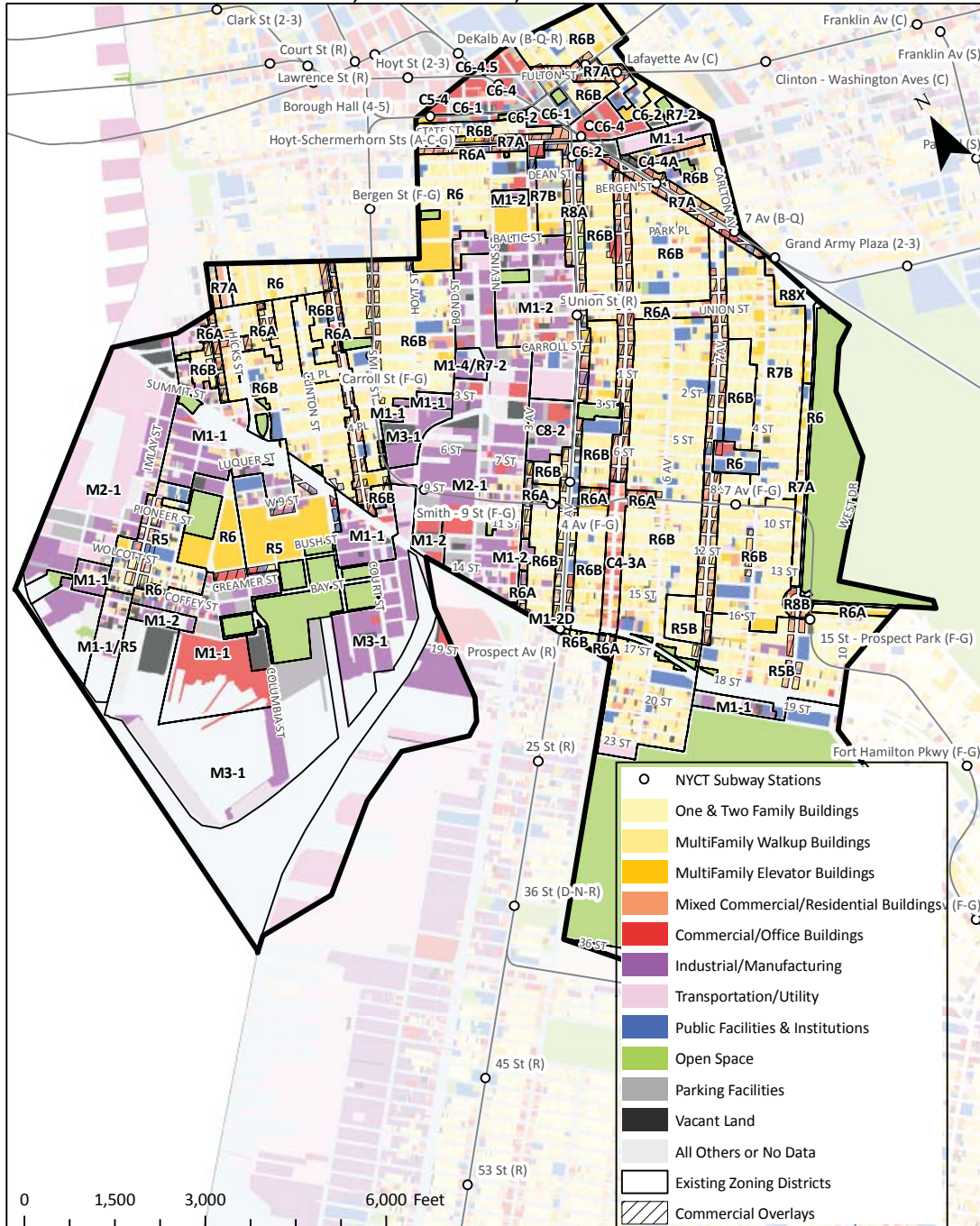
Public housing on Baltic Street, built between 1961 and 1997



A four-story building on 19th Street built before 1961

ZONE

B 16: BOERUM HILL, COBBLE HILL, CARROLL GARDENS, RED HOOK, PARK SLOPE, WINDSOR TERRACE



→ ZIP CODE DATA

Boerum Hill, Cobble Hill, Carroll Gardens, Red Hook, Park Slope, Windsor Terrace: ZIP Codes 11215, 11217, 11231

Population	131,328	
Households	58,020	
Married, with Children	8,185	22.10%
Married, without Children	9,771	26.38%
Unmarried, with Children	4,921	13.29%
Unmarried, without Children	5,226	14.11%
Nonfamilies	8,932	24.12%
Households with No Vehicle	35,419	61.00%
Households with 1 Vehicle	19,714	33.95%
Households with 2 Vehicles	2,487	4.28%
Households with 3+ Vehicles	446	0.77%
Households with Income under \$58,155 (in 2008 dollars)*	26,225	45.14%
Households with Income over \$58,155 (in 2008 dollars)*	31,874	54.86%
Total Units	61,010	
Occupied Rental Units	42,560	69.76%
Occupied Owned Units	15,460	25.34%
Total Workers Age 16 and Over	69,730	
Drive	11,533	16.54%
Bus	1,770	2.54%
Subway	44,877	64.36%
Walk	5,935	8.51%
Other	1,970	2.83%
Worked at Home	3,645	5.23%

*\$45,000 in 1999 equaled a CPI-adjusted income of \$58,155 in 2008, the closest approximation possible to \$60,000 used in the Residential Parking Study and the 2006-2008 American Community Survey.

Source: 2000 United States Census, Tables H3, H44, P1, P18, P30, and P52; PLUTO

➔ LAND USE

- This densely populated area is perhaps best known for its brownstones, though other housing exists. In recent years, 4th Avenue has become home to an increasing amount of high-rise buildings.
- 5th Avenue, and 7th Avenue Court Street, Smith Street, Atlantic Ave, and Prospect Park West south of 15th Street the major centers of ground-floor commercial retail within the area.
- Byrne Park, Red Hook Park, Red Hook Recreational Area, and Carroll Park all provide neighborhood recreation. Prospect Park lies immediately east of the study area.
- Aside from boutique stores of Court Street and 7th Avenue, the section of Atlantic Avenue within the area contains numerous Middle Eastern cultural and culinary outlets, while Carroll Gardens is known for its Italian food. During summer weekends, numerous trucks pull up outside of the Red Hook Ball Fields and sell Latin-American food. An IKEA outlet is also located in Red Hook.

Developments Through 2008

More than 5 percent of this profile area’s residential units were built between 2000 and 2008 – nearly identical to the average share of new units in “B” zones and more than 1 percentage point below the share of average new unit production throughout the entire Inner Ring.

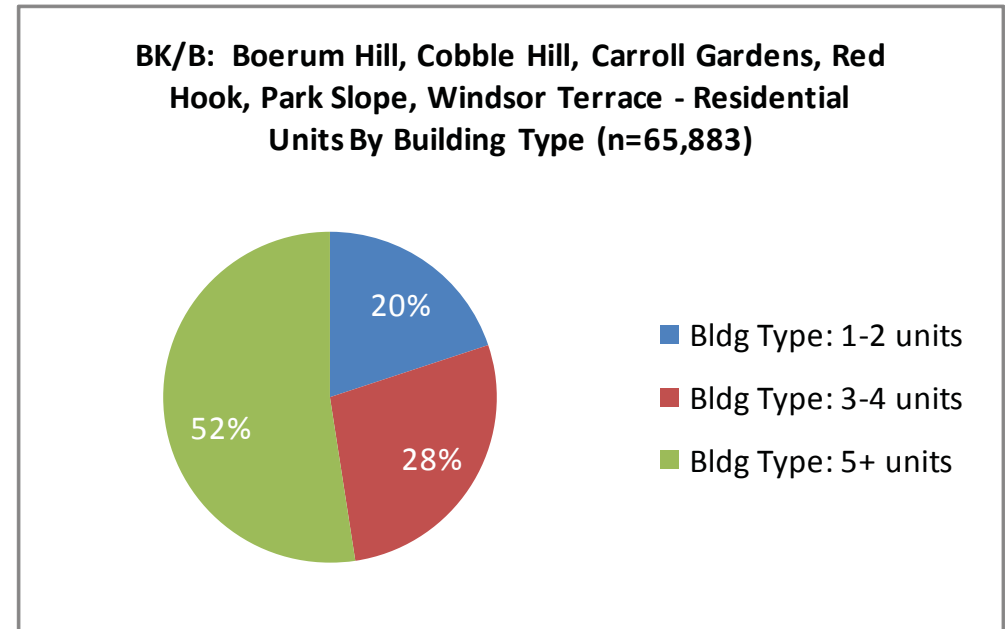
New Housing Units, 2000-2008: Boerum Hill, Cobble Hill, Carroll Gardens, Red Hook, Park Slope, Windsor Terrace					
Units through 2000	New Units, 2000-2008	Units through 2008	% New Units, 2000-2008	% New Units, Inner Ring, 2000-2008	% New Units, All B Zones, 2000-2008
62,337	3,546	65,883	5.38%	6.63%	5.48%
			Difference:	-1.25%	-0.10%

Source: PLUTO. Census data relies on responses from recipients; PLUTO data is from NYC Department of Finance records. This accounts for the discrepancy in total housing units.

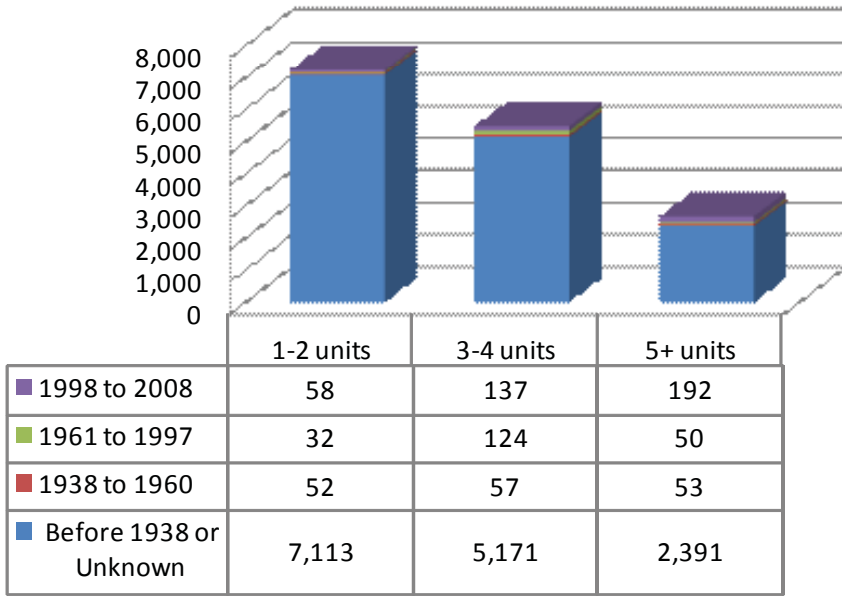
With the exception of Red Hook (which has seen partial redevelopment of its vacant land over the past 25 years), most of this profile area had not undergone appreciable changes in its built environment in recent decades. Comparisons of NYCityMap aerial views of Park Slope from 1924 and 2008 show a remarkably consistent residential landscape.

➔ HOUSING

There are almost 65,900 dwelling units found within over 15,400 buildings in Boerum Hill, Cobble Hill, Carroll Gardens, Red Hook, Park Slope and Windsor Terrace. Residential buildings with five or more units comprise a narrow majority – 52 percent of all housing. Twenty percent of residential buildings are comprised of one to two units, and 28 percent are three- to four-unit buildings. An overwhelming majority of the housing stock was built before 1938, despite a relatively significant increase in construction of dwellings with five or more units. From 1998 to 2008, buildings with five or more units were the most common type of new residential housing built.



BK/B: Boerum Hill, Cobble Hill, Carroll Gardens, Red Hook, Park Slope, Windsor Terrace - Residential Building Type by Year Built (n=15,430)



Source: MapPLUTO 2010

→ VEHICLE OWNERSHIP

In 2008, there were over 20,500 vehicles registered to addresses in this neighborhood, or 0.32 vehicles registered per dwelling unit. Publicly subsidized NYCHA units accounted for nearly 8 percent of all housing. HPD units were not a significant enough presence to provide a valid sample. The vehicular registration ratio for NYCHA housing was significantly lower than that of market-rate housing.

Vehicle Registrations by Housing Subsidy Type: Boerum Hill, Cobble Hill, Carroll Gardens, Red Hook, Park Slope, Windsor Terrace

Borough and Zone	Public Subsidy Type	Total Residential Units by Public Subsidy (through 2006)	Percentage of Units	DMV 2008 Registrations	Ratio
BK-B	All Other Housing	59,426	92.0%	19,441	0.33
BK-B	Public Subsidy - HPD	199	0.3%	53	0.27
BK-B	Public Subsidy - NYCHA	4,984	7.7%	1,055	0.21
BK-B	Total	64,609	100.00%	20,549	0.32

Sources: PLUTO, DMV 2008 Registration data. Residential units built in 2007 and 2008 (and the DMV data for those buildings) were not included since newly-erected buildings often take time to become fully occupied.

→ ZONING

Zoning Designations Occupying Over 5 Percent of the Profile Area

No one zoning designation is dominant. R5 districts encompass over 35 percent of this profile area; R6B districts occupy over 30 additional percent. R6 and R6A districts each occupy over 5 percent of this area. See “Descriptions of Major Zoning Districts within the Inner Ring” for a more thorough discussion of each of these zoning districts’ accessory parking requirements.

Rezoning 1996-2008

- In April 2003, 110 blocks of Park Slope were rezoned. While most of this area was contextually rezoned to preserve the existing scale and character of side streets, opportunities for higher-density development along 4th Avenue, where a subway line runs, were created by an upzoning. Areas where rowhouses dominate were largely rezoned R6B and R7B. R6A zoning was put in place along 3rd, 5th, and 7th avenues and a portion of 9th Street, and R7A zoning was established along Prospect Park West. Along most of 4th Avenue from Warren Street to 15th Street, R8A zoning was established.

- Fifty blocks of South Park Slope were rezoned in November 2005. (This

rezoning, which spans 15th Street through 24th Street, also crosses into the Sunset Park profile area.) Similar in many ways to the intent of the 2003 Park Slope rezoning to the north, the rezoning sought to protect the low-rise, rowhouse character of midblocks from the increasing presence of out-of-scale buildings, while extending higher density R8A zoning south along 4th Avenue.

Rezoning Actions After 2008

- In July 2008 the City Council approved a zoning text amendment declaring certain streets in Carroll Gardens as “narrow streets.” This amendment limits the size and configuration of buildings in order to preserve the unusually deep front yards within this community. The text amendment legally defines several streets as “narrow,” thus creating more stringent height and setback regulations which would force any new development to be more in line with the area’s distinctive appearance.
- In October 2009, approximately 86 blocks of the Carroll Gardens and Columbia Street neighborhoods were rezoned. Out-of-scale development within the community prompted a largely contextual rezoning to protect existing residential areas; R6 zoning was generally changed to R6A and R6B districts. Commercial overlay depths were also reduced to reduce retail encroachment upon residential midblocks. New development would balance and modest expansions where appropriate at a height and scale that is in keeping with the existing context.

Proposed Rezonings

- DCP undertook a zoning study of an approximately 23-block area situated along the Gowanus Canal. The rezoning aimed to preserve and strengthen the industrial areas, introduce public waterfront access to the canal, and expand opportunities for housing, including affordable development. First considered in January 2007, the zoning proposal was initially put forth in May 2008 but was substantially delayed by an EPA analysis of whether the City’s Gowanus Canal remediation plan would be preferable to designating the canal a Superfund site. In March 2010, the EPA announced that the canal was being designated a Superfund site. A detailed plan for cleaning the canal is to be ready by 2014 and dredging and decontamination of the canal would take at least 5 additional years¹.

¹ “Gowanus Canal in Brooklyn is Given Superfund Status,” by Mireya Navarro. New York Times, March 2, 2010.



SUNSET PARK

11220
11232



A three-story building on 40th Street built between 1998 and 2008



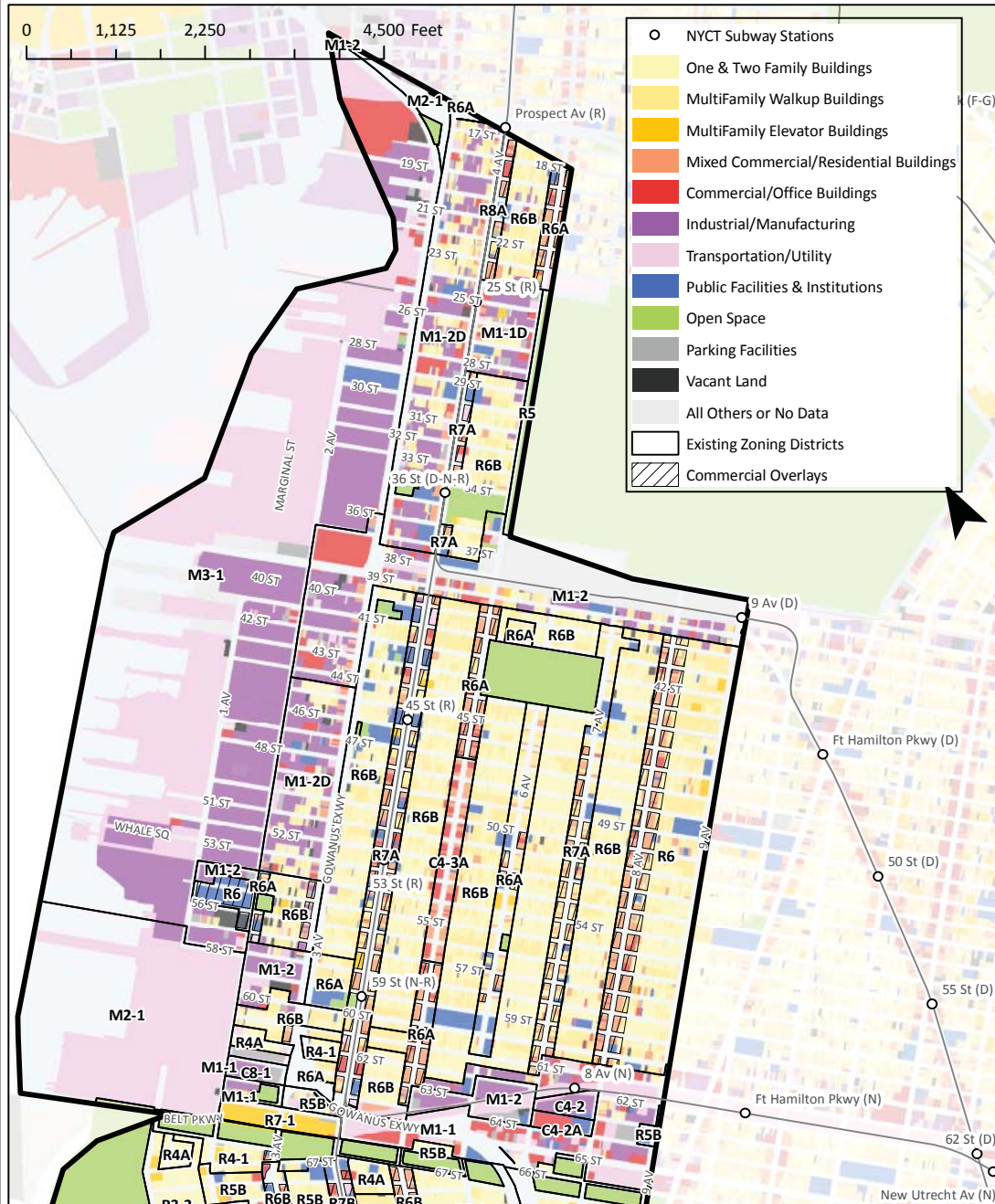
A 28-story building on 65th Street, bordering Bay Ridge, built between 1961 and 1997



Four-story buildings on 49th Street built before 1961

ZONE
B

17: SUNSET PARK



➔ ZIP CODE DATA

Sunset Park: ZIP Codes 11220, 11232		
Population	120,441	
Households	36,979	
Married, with Children	9,946	34.02%
Married, without Children	7,620	26.06%
Unmarried, with Children	4,678	16.00%
Unmarried, without Children	4,983	17.04%
Nonfamilies	2,013	6.88%
Households with No Vehicle	22,711	61.41%
Households with 1 Vehicle	11,634	31.46%
Households with 2 Vehicles	2,073	5.61%
Households with 3+ Vehicles	565	1.53%
Households with Income under \$58,155 (in 2008 dollars)*	24,918	67.46%
Households with Income over \$58,155 (in 2008 dollars)*	12,017	32.54%
Total Units	38,631	
Occupied Rental Units	28,044	72.59%
Occupied Owned Units	8,935	23.13%
Total Workers Age 16 and Over	43,571	
Drive	11,324	25.99%
Bus	3,040	6.98%
Subway	19,993	45.89%
Walk	7,253	16.65%
Other	1,403	3.22%
Worked at Home	558	1.28%

*\$45,000 in 1999 equaled a CPI-adjusted income of \$58,155 in 2008, the closest approximation possible to \$60,000 used in the Residential Parking Study and the 2006-2008 American Community Survey.

Source: 2000 United States Census, Tables H3, H44, P1, P18, P30, and P52; PLUTO

➔ LAND USE

- Sunset Park is a mostly residential area. Brownstones, brick and limestone houses are characteristic of this neighborhood’s side streets, with larger apartment buildings along the avenues.
- 4th 5th, 7th and 8th avenues are the primary ground-floor commercial retail corridors.
- Sunset Park itself includes a swimming pool, a sand volleyball court, and fields. The recreation center and playground draw people to the area in the winter. Construction has been approved on Piers 1 through 4, which are supposed to bring in athletic fields, a community field, and an environmental education center. The Park offers views of Manhattan, downtown Brooklyn, Staten Island, and the Statue of Liberty.
- Over the past 20 to 25 years, an increasingly large Chinese-American community has settled in Sunset Park. The 8th Avenue shopping district in the south-east corner of the area is often particularly busy and crowded.

Developments Through 2008

More than 2.5 percent of this profile area’s residential units were built between 2000 and 2008 – nearly 3 percentage points below the average share of new units in “B” zones and over 4 percentage points below the share of average new unit production throughout the entire Inner Ring.

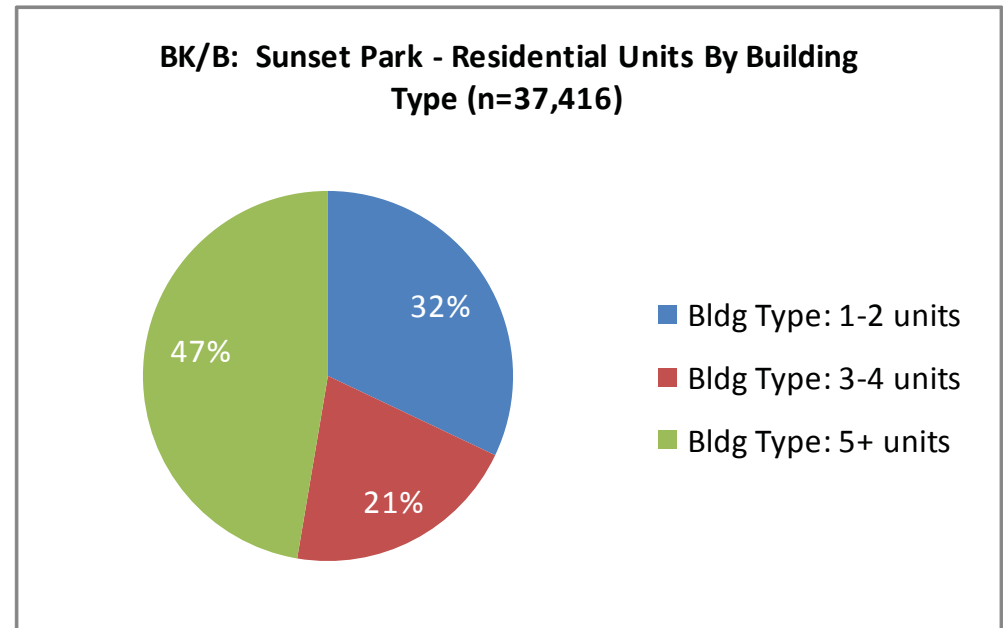
New Housing Units, 2000-2008: Sunset Park					
Units through 2000	New Units, 2000-2008	Units through 2008	% New Units, 2000-2008	% New Units, Inner Ring, 2000-2008	% New Units, All B Zones, 2000-2008
36,470	946	37,416	2.53%	6.63%	5.48%
			Difference:	-4.10%	-2.95%

Source: PLUTO. Census data relies on responses from recipients; PLUTO data is from NYC Department of Finance records. This accounts for the discrepancy in total housing units.

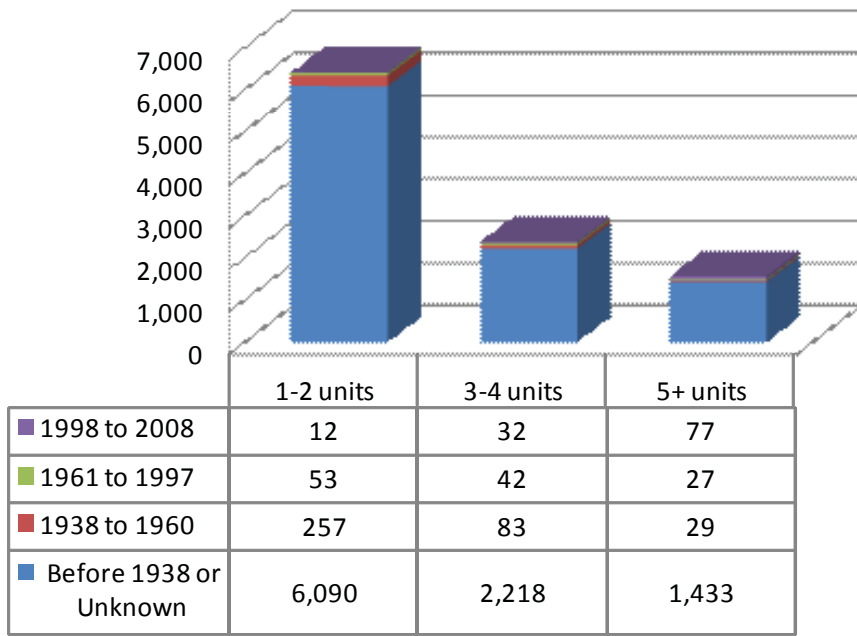
Most of this profile area had not undergone dramatic changes in its built environment in recent years, as comparisons of NYCityMap aerial views of the middle of Sunset Park from 1996 and 2008 show.

➔ HOUSING

There are over 37,400 dwelling units within nearly 10,400 buildings in Sunset Park. Buildings of five or more units comprise a plurality of all residential units, accounting for 47 percent of all housing, but one- to two-unit buildings make up 32 percent of all residential structures, and three- to four-unit buildings comprise the remaining 21 percent. An overwhelming majority of the housing stock was built before 1938. From 1998 to 2008, construction of buildings with five or more units increased, and was the most common type of new residential housing built.



BK/B: Sunset Park - Residential Building Type by Year Built (n=10,353)



Source: MapPLUTO 2010

→ VEHICLE OWNERSHIP

In 2008, there were nearly 13,400 vehicles registered to addresses in this neighborhood, or 0.27 vehicles registered per dwelling unit. All housing in this profile area was market-rate.

Vehicle Registrations by Housing Subsidy Type: Sunset Park					
Borough and Zone	Public Subsidy Type	Total Residential Units by Public Subsidy (through 2006)	Percentage of Units	DMV 2008 Registrations	Ratio
BK-B	All Housing	36,746	100.0%	13,361	0.36

Sources: PLUTO, DMV 2008 Registration data. Residential units built in 2007 and 2008 (and the DMV data for those buildings) were not included since newly-erected buildings often take time to become fully occupied.

→ ZONING

Zoning Designations Occupying Over 5 Percent of the Profile Area

R6B districts encompass nearly 50 percent of this profile area. R6 districts also occupy over 15 percent of the profile area. R7, R6A and R5B districts occupy over 5 percent of this area. See “Descriptions of Major Zoning Districts within the Inner Ring” for a more thorough discussion of each of these zoning districts’ accessory parking requirements.

Rezoning 1996-2008

- No major rezonings were enacted in Sunset Park from 1996 through 2008. However, a significant rezoning of the neighborhood was enacted in September 2009. See below.

Rezoning Actions After 2008

- Fifty blocks of South Park Slope were rezoned in November 2005. (This rezoning, which spans 15th Street through 24th Street, also crosses into the Park Slope profile area.) Similar in many ways to the intent of the 2003 Park Slope rezoning to the north, the rezoning sought to protect the low-rise, rowhouse character of midblocks from the increasing presence of out-of-scale buildings, while extending higher density R8A zoning south along 4th Avenue. A zoning text amendment was also included which applied the Inclusionary Housing program incentive to R8A-zoned developments.

- In September 2009, the 128-block Sunset Park rezoning was enacted. The goals of the rezoning were to preserve neighborhood character, limit the scale of

new building, provide opportunities and incentives for affordable housing through inclusionary housing, and to support local commercial and retail corridors without encroaching upon residential side streets. Previously, the area was predominantly zoned R6, with a C4-3 district along 5th Avenue. Midblocks were almost uniformly rezoned R6B, while R6A zones were established along much of 5th and 6th avenues. R7A districts were established along 4th and 7th avenues, and a C4-3A district supplanted and expanded upon the earlier C4-3 district along 5th Avenue. Commercial overlay depths were also reduced to prevent retail encroachment onto side streets.

Proposed Rezoning

- No major rezoning actions have been proposed as of November 2010.



BEDFORD-STUYVESANT EAST BUSHWICK

11206
11221
11237



Two-story buildings on Gates Avenue built between 1998 and 2008



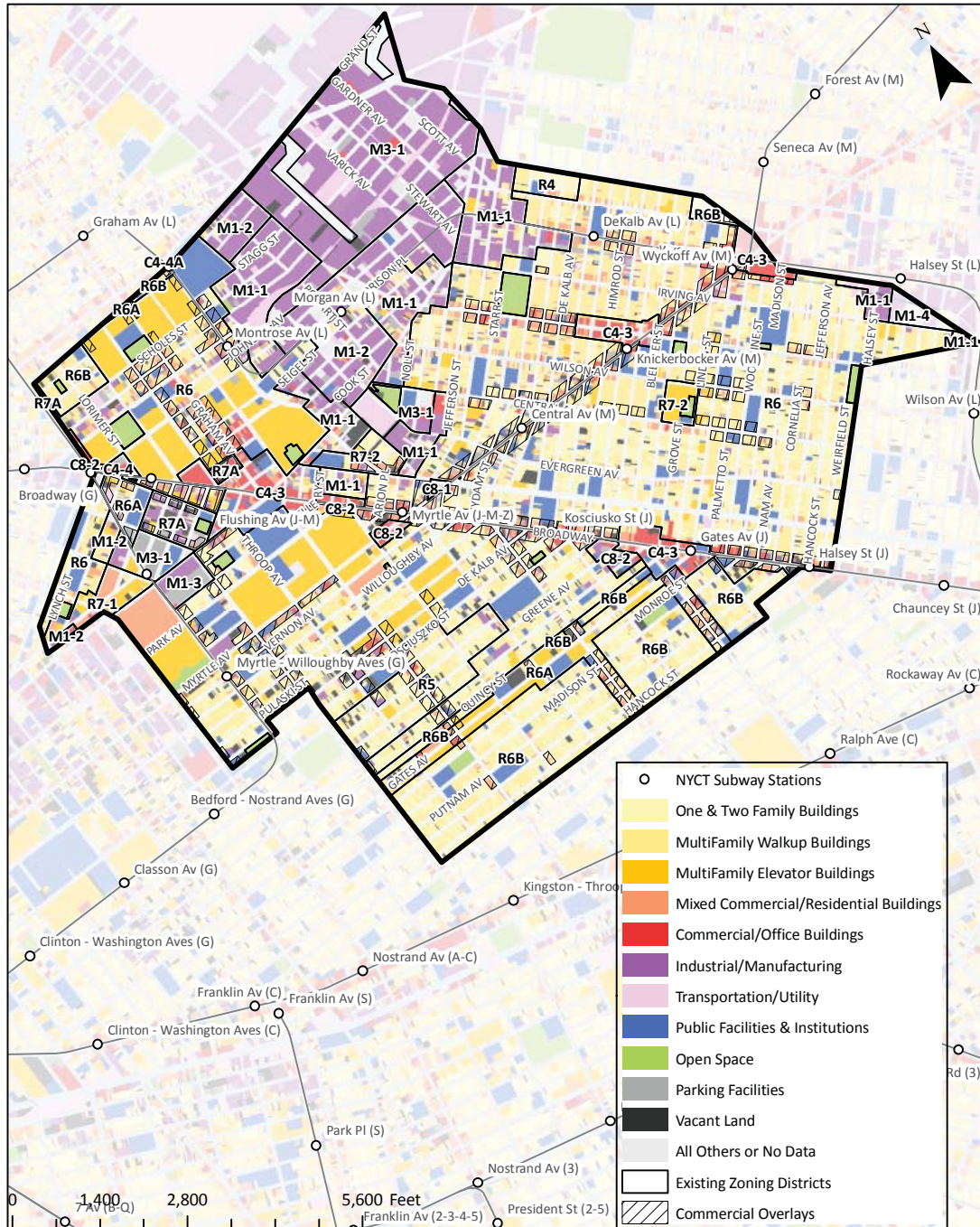
A six-story building with a Patchen Avenue address (but fronting Gates Avenue) built between 1961 and 1997



A three-story building (in white) on Montrose Avenue built before 1961

ZONE

B 12: BEDFORD-STUYVESANT EAST, BUSHWICK



➔ ZIP CODE DATA

Bedford-Stuyvesant East, Bushwick: ZIP Codes 11206, 11221, 11237

Population	194,305	
Households	61,702	
Married, with Children	10,463	22.09%
Married, without Children	7,947	16.78%
Unmarried, with Children	15,417	32.55%
Unmarried, without Children	10,600	22.38%
Nonfamilies	2,934	6.19%
Households with No Vehicle	44,592	72.54%
Households with 1 Vehicle	13,885	22.59%
Households with 2 Vehicles	2,361	3.84%
Households with 3+ Vehicles	636	1.03%
Households with Income under \$58,155 (in 2008 dollars)*	48,307	78.13%
Households with Income over \$58,155 (in 2008 dollars)*	13,523	21.87%
Total Units	67,816	
Occupied Rental Units	53,095	78.29%
Occupied Owned Units	8,607	12.69%
Total Workers Age 16 and Over	54,211	
Drive	12,643	23.32%
Bus	7,386	13.62%
Subway	24,572	45.33%
Walk	6,686	12.33%
Other	2,031	3.75%
Worked at Home	893	1.65%

*\$45,000 in 1999 equaled a CPI-adjusted income of \$58,155 in 2008, the closest approximation possible to \$60,000 used in the Residential Parking Study and the 2006-2008 American Community Survey.

Source: 2000 United States Census, Tables H3, H44, P1, P18, P30, and P52; PLUTO

→ LAND USE

- The housing stock in this area is predominantly made up of brownstone and limestone houses. Bushwick contains diverse housing varying from multiple family apartment buildings to two and three-family converted townhouses.
- Commercial: Lewis Avenue in Bedford-Stuyvesant is known as the commercial center of the area. In Bushwick, Myrtle Avenue, Knickerbocker Avenue, and DeKalb Avenue are the most commercially dense.
- Recreation: Bushwick Pool and Park located on Flushing and Bushwick Avenue and Bushwick Playground located on Knickerbocker Avenue and Putnam Avenue provides the area with recreation.

Developments Through 2008

More than 10 percent of this profile area’s residential units were built between 2000 and 2008 – nearly 5 percentage points above the average share of new units in “B” zones and nearly 4 percentage points above the share of average new unit production throughout the entire Inner Ring.

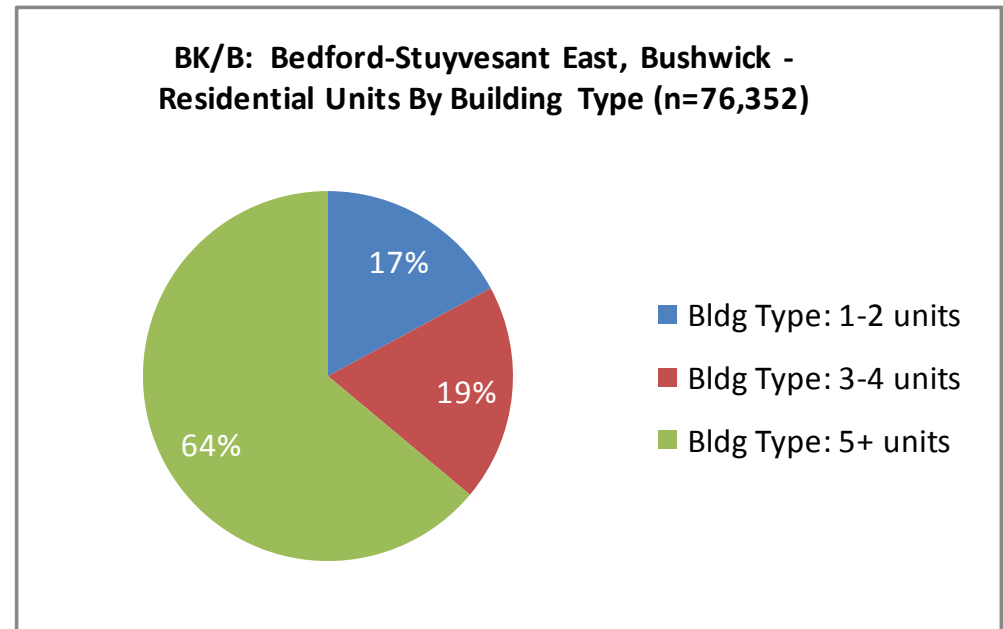
New Housing Units, 2000-2008: Bedford-Stuyvesant East, Bushwick					
Units through 2000	New Units, 2000-2008	Units through 2008	% New Units, 2000-2008	% New Units, Inner Ring, 2000-2008	% New Units, All B Zones, 2000-2008
68,493	7,859	76,352	10.29%	6.63%	5.48%
			Difference:	3.66%	4.81%

Source: PLUTO. Census data relies on responses from recipients; PLUTO data is from NYC Department of Finance records. This accounts for the discrepancy in total housing units.

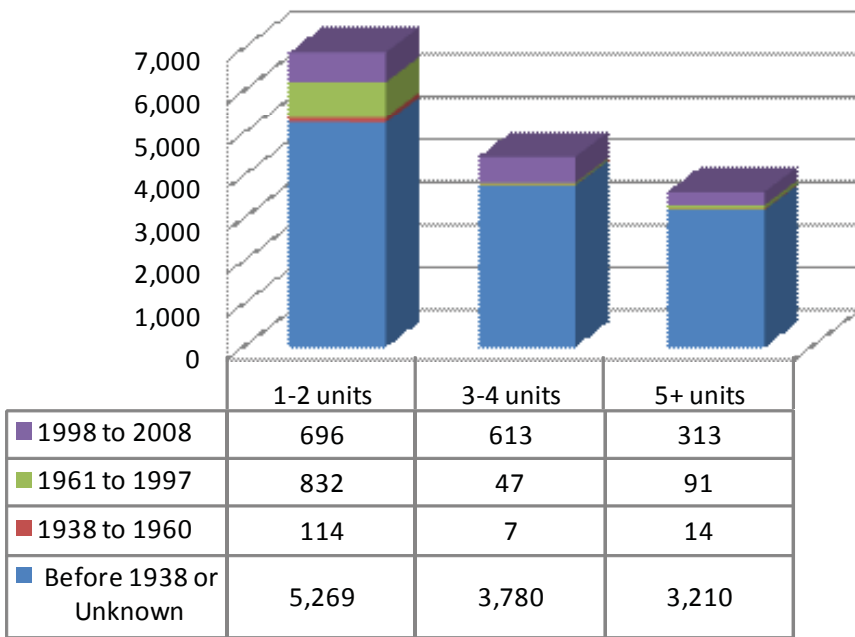
While the quantity of vacant land in 1996 was not as great as it was in Ocean Hill to the southeast, numerous lots were still undeveloped at that time, especially in the middle of this profile area. NYCityMap aerial views of the area south and east of the intersection of Myrtle Avenue and Broadway from 1996 and 2008 show how thorough residential redevelopment was in this area during the intervening years.

→ HOUSING

There are almost 76,400 dwelling units within nearly 15,000 buildings in Bedford-Stuyvesant East and Bushwick. Residential buildings with five or more units account for 64 percent of all housing. Seventeen percent of residential buildings are comprised of one to two units, and 19 percent are three- to four-unit buildings. While a substantial majority of the housing stock was built before 1938, construction of three- to four-unit dwellings and buildings with five or more units between 1998 and 2008 jumped exponentially when compared to similar construction from 1961 to 1997. One- to two-unit construction has also been relatively active in the 1961-1997 and 1998-2008 periods. From 1998 to 2008, buildings with one to two units were the most common type of new residential housing constructed, but new three- to four-unit buildings followed a close second.



BK/B: Bedford-Stuyvesant East, Bushwick - Residential Building Type by Year Built (n=14,986)



Source: MapPLUTO 2010

→ VEHICLE OWNERSHIP

In 2008, there were nearly 17,900 vehicles registered to addresses in this neighborhood, or 0.24 vehicles registered per dwelling unit. Publicly subsidized NYCHA units accounted for almost 17 percent of all housing; HPD units comprised an additional 2.7 percent. The vehicular registration ratio for NYCHA housing was lower than that of market-rate housing. HPD units' vehicle registration ratio was significantly higher than that of market rate housing.

Vehicle Registrations by Housing Subsidy Type: Bedford-Stuyvesant East, Bushwick

Borough and Zone	Public Subsidy Type	Total Residential Units by Public Subsidy (through 2006)	Percentage of Units	DMV 2008 Registrations	Ratio
BK-B	All Other Housing	59,703	80.4%	14,770	0.25
BK-B	Public Subsidy - HPD	1,993	2.7%	802	0.40
BK-B	Public Subsidy - NYCHA	12,590	16.9%	2,327	0.18
BK-B	Total	74,286	100.00%	17,899	0.24

Sources: PLUTO, DMV 2008 Registration data. Residential units built in 2007 and 2008 (and the DMV data for those buildings) were not included since newly-erected buildings often take time to become fully occupied.

→ ZONING

Zoning Designations Occupying Over 5 Percent of the Profile Area

R6 districts dominate, encompassing over 75 percent of this profile area. R6B districts encompass nearly 10 additional percent. See "Descriptions of Major Zoning Districts within the Inner Ring" for a more thorough discussion of each of these zoning districts' accessory parking requirements.

Rezoning 1996-2008

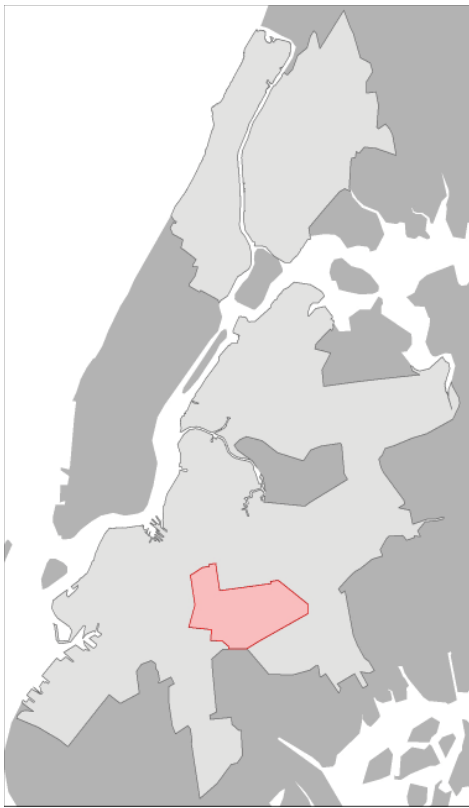
- The October 2007 Bedford-Stuyvesant South Rezoning affected 206 blocks, approximately 30 percent of them within this profile area. The rezoning aimed to preserve neighborhood context while providing medium-density apartment development opportunities along appropriate corridors (via R6A designations along Gates Avenue, a short section of Monroe Street, Nostrand Avenue, Tompkins Avenue, Malcolm X Boulevard, and Ralph Avenue), and provide for residential growth along Fulton Street. Higher-density R7D and C4-5D zoning was created along and adjacent to Fulton Street.

Rezoning Actions After 2008

- In July 2009 the Greenpoint-Williamsburg Contextual Rezoning was enacted. The vast majority of the rezoning affected neighborhoods to the north (see the Greenpoint or Williamsburg profile areas for more details), but 12 blocks in the northwest corner of this area were rezoned. A C4-3 zone along part of Grand Street, and an R6 district were rezoned to C4-4A along Grand Street and R6B. (Half a block on both sides of Graham Avenue north of Maujer Street was rezoned R6A.)

Proposed Rezonings

- DCP is currently undertaking a rezoning study for an approximately 140-block area located in the northern half of the Bedford-Stuyvesant neighborhood. This rezoning study would build upon the nearby Bedford-Stuyvesant South rezoning, which was approved in 2007. The proposed rezoning would preserve neighborhood scale and character; maintain opportunities for mid-rise apartment building construction along appropriate corridors; and allow for residential growth with incentives for affordable housing along certain transit and retail corridors. The rezoning study analyzes development along the mid-blocks and avenues in order to ensure the mapping of medium density, contextual zoning districts that more accurately reflect the existing built character.



BEDFORD-STUYVESANT SOUTH

CROWN HEIGHTS OCEAN HILL 11213
11216
WEEKSVILLE 11233



Three-story buildings on Madison Street built between 1998 and 2008



A 16-story building on Saratoga Avenue built between 1961 and 1997

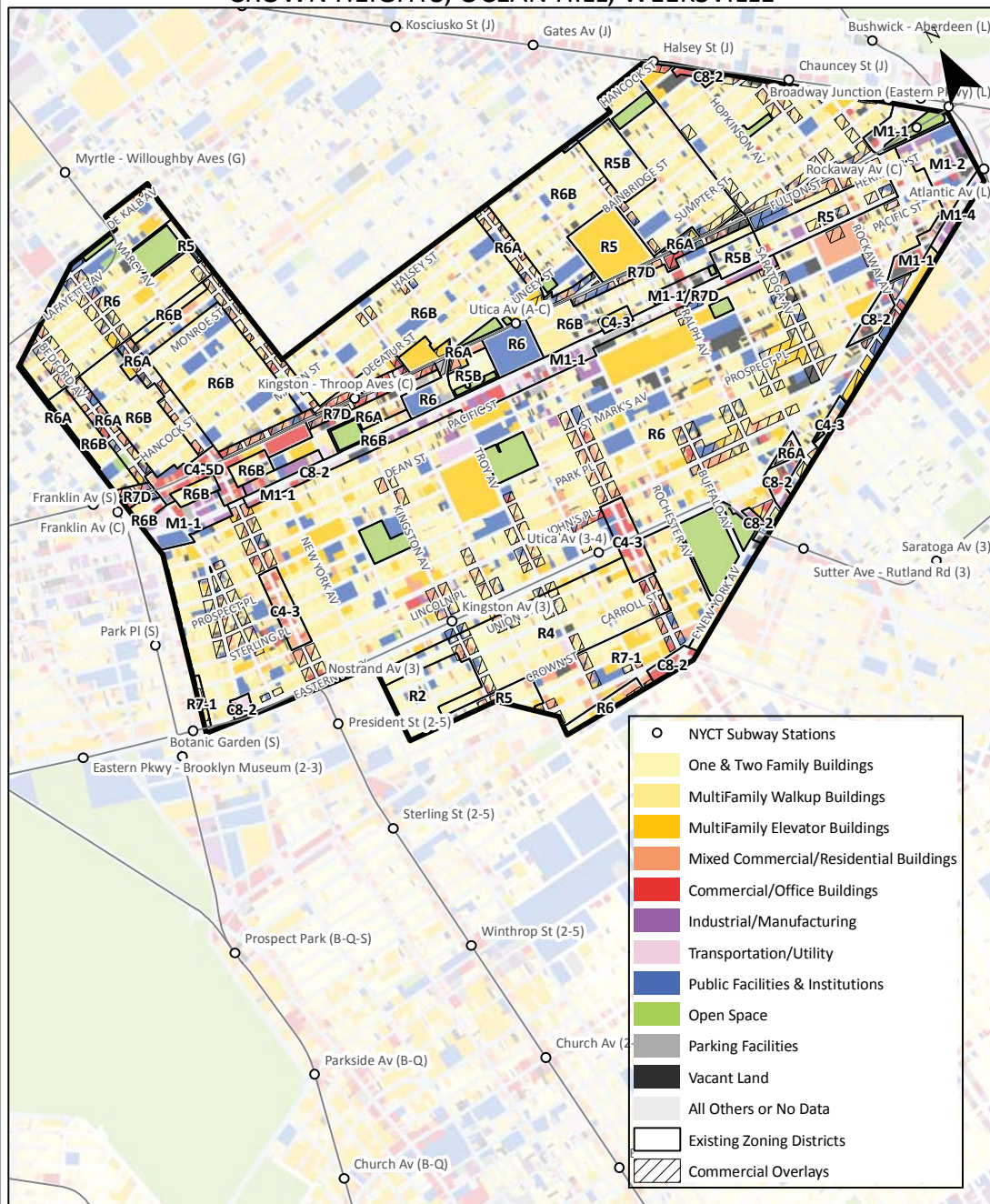


A six-story building on Carroll Street built before 1961

ZONE

B

**14: BEDFORD-STUYVESANT SOUTH,
CROWN HEIGHTS, OCEAN HILL, WEEKSVILLE**



ZIP CODE DATA

**Bedford-Stuyvesant South, Crown Heights, Ocean Hill,
Weeksville: ZIP Codes 11213, 11216, 11233**

Population	183,170	
Households	66,774	
Married, with Children	7,870	17.07%
Married, without Children	7,459	16.18%
Unmarried, with Children	15,469	33.55%
Unmarried, without Children	11,972	25.97%
Nonfamilies	3,335	7.23%
Households with No Vehicle	47,442	70.68%
Households with 1 Vehicle	15,858	23.62%
Households with 2 Vehicles	2,980	4.44%
Households with 3+ Vehicles	844	1.26%
Households with Income under \$58,155 (in 2008 dollars)*	49,233	73.33%
Households with Income over \$58,155 (in 2008 dollars)*	17,906	26.67%
Total Units	74,301	
Occupied Rental Units	54,892	73.88%
Occupied Owned Units	11,882	15.99%
Total Workers Age 16 and Over	58,100	
Drive	13,946	24.00%
Bus	7,382	12.71%
Subway	28,855	49.66%
Walk	4,015	6.91%
Other	2,717	4.68%
Worked at Home	1,185	2.04%

*\$45,000 in 1999 equaled a CPI-adjusted income of \$58,155 in 2008, the closest approximation possible to \$60,000 used in the Residential Parking Study and the 2006-2008 American Community Survey.

Source: 2000 United States Census, Tables H3, H44, P1, P18, P30, and P52; PLUTO

➔ LAND USE

- ZIP codes 11213 and 11233 are characterized by many high-rise apartment complexes. However, ZIP code 11216 is characterized by many single family homes. Brownstones permeate these areas as well.
- Utica Avenue/Malcolm X Boulevard, Rockaway Avenue, and Kingston Avenue are centers for ground-floor commercial retail activity in this area. Fulton Street to the south and Broadway to the east are the main commercial areas of southern Bedford-Stuyvesant.
- The area lacks large-scale parks. Arthur S. Somers Memorial Park lies at the southern end of the area, south of Eastern Parkway and east of Rochester Avenue. Brower Park is located in Crown Heights. Weeksville Playground is bounded by Atlantic Avenue, Howard Avenue, and Herkimer Street.
- Attractions: The Brooklyn Children’s Museum is located on Brooklyn Avenue. Weeksville, Brooklyn was founded by African-American political activists and land investors and is known as a center of African-American history. The land-marked Hunterfly Road Houses, located in Weeksville, were restored in 2003.

Developments Through 2008

More than 6 percent of this profile area’s residential units were built between 2000 and 2008 – less than 1 percentage point above the average share of new units in “B” zones and approximately one half a percentage point below the share of average new unit production throughout the entire Inner Ring.

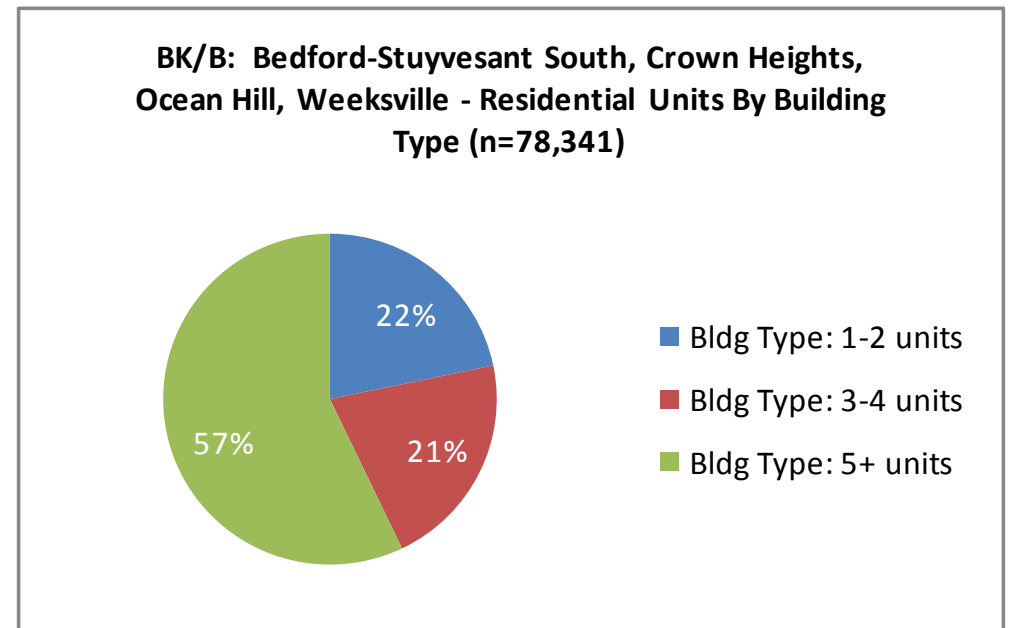
New Housing Units, 2000-2008: Bedford-Stuyvesant South, Crown Heights, Ocean Hill, Weeksville					
Units through 2000	New Units, 2000-2008	Units through 2008	% New Units, 2000-2008	% New Units, Inner Ring, 2000-2008	% New Units, All B Zones, 2000-2008
73,546	4,795	78,341	6.12%	6.63%	5.48%
			Difference:	-0.51%	0.64%

Source: PLUTO. Census data relies on responses from recipients; PLUTO data is from NYC Department of Finance records. This accounts for the discrepancy in total housing units.

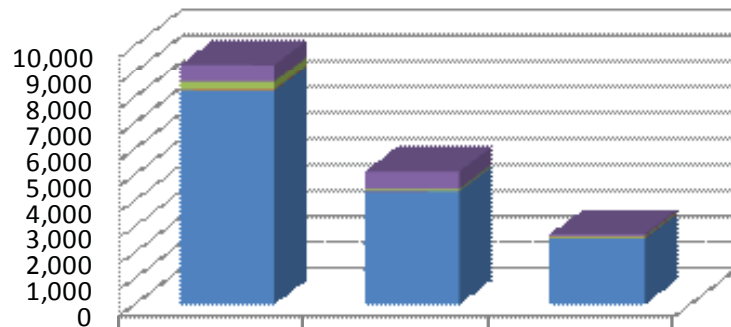
Even though residential redevelopment was underway by 1996, large quantities of vacant land existed in this profile area at that time, especially in eastern Bedford-Stuyvesant, Ocean Hill and Weeksville. These neighborhoods had seen significant disinvestment and arson from the mid 1960s through mid 1980s. NYCityMap aerial views of this area from 2008 show that significant replenishment of the housing stock had taken place since 1996, but that a moderate amount of vacant land still remained.

➔ HOUSING

There are over 78,300 dwelling units within over 17,100 buildings in Bedford-Stuyvesant South, Crown Heights, Ocean Hill and Weeksville. Residential buildings with five or more units account for 57 percent of all housing. Twenty-two percent of residential buildings are comprised of one to two units, and 21 percent are three- to four-unit buildings. An overwhelming majority of the housing stock was built before 1938, but construction across all building sizes grew between the 1961-1997 and 1998-2008 periods, with three- to four-unit dwelling construction increasing exponentially. From 1998 to 2008, buildings with three to four units narrowly beat out one- to two-unit buildings as the most common type of new residential housing constructed.



BK/B: Bedford-Stuyvesant South, Crown Heights, Ocean Hill, Weeksville - Residential Building Type by Year Built (n=17,113)



	1-2 units	3-4 units	5+ units
■ 1998 to 2008	652	685	81
■ 1961 to 1997	318	66	64
■ 1938 to 1960	36	4	27
■ Before 1938 or Unknown	8,258	4,379	2,543

Source: MapPLUTO 2010

→ VEHICLE OWNERSHIP

In 2008, there were over 19,200 vehicles registered to addresses in this neighborhood, or 0.25 vehicles registered per dwelling unit. Publicly subsidized NYCHA units accounted for almost 9 percent of all housing; HPD units comprised an additional 1.6 percent – a small share, but equaling nearly 500 units. The vehicular registration ratio for NYCHA housing was significantly lower than that of market-rate housing, and in fact was the lowest ratio (0.14) in the entire Inner Ring. HPD units' vehicle registration ratio was significantly higher than that of market rate housing.

Vehicle Registrations by Housing Subsidy Type: Bedford-Stuyvesant South, Crown Heights, Ocean Hill, Weeksville

Borough and Zone	Public Subsidy Type	Total Residential Units by Public Subsidy (through 2006)	Percentage of Units	DMV 2008 Registrations	Ratio
BK-B	All Other Housing	68,850	89.5%	17,767	0.26
BK-B	Public Subsidy - HPD	1,238	1.6%	489	0.39
BK-B	Public Subsidy - NYCHA	6,868	8.9%	949	0.14
BK-B	Total	76,956	100.00%	19,205	0.25

Sources: PLUTO, DMV 2008 Registration data. Residential units built in 2007 and 2008 (and the DMV data for those buildings) were not included since newly-erected buildings often take time to become fully occupied.

→ ZONING

Zoning Designations Occupying Over 5 Percent of the Profile Area

R6 districts occupy over 55 percent of this profile area, with R6B districts occupying an additional 20 percent. See "Descriptions of Major Zoning Districts within the Inner Ring" for a more thorough discussion of each of these zoning districts' accessory parking requirements.

Rezoning 1996-2008

- The October 2007 Bedford-Stuyvesant South Rezoning affected 206 blocks, most of them within this profile area. The rezoning aimed to preserve neighborhood context while providing medium-density apartment development opportunities along appropriate corridors (via R6A designations along Gates Avenue, a short section of Monroe Street, Nostrand Avenue, Tompkins Avenue, Malcolm X Boulevard, and Ralph Avenue), and provide for residential growth along Fulton Street. Higher-density R7D and C4-5D zoning was created along and adjacent to Fulton Street.

Rezoning Actions After 2008

- No major rezonings have been enacted in this profile area.

Proposed Rezonings

- DCP is currently undertaking a rezoning study for an approximately 140-block area located in the northern half of the Bedford-Stuyvesant neighborhood. This rezoning study would build upon the nearby Bedford-Stuyvesant South rezoning, which was approved in 2007. The proposed rezoning would preserve neighborhood scale and character; maintain opportunities for mid-rise apartment building construction along appropriate corridors; and allow for residential growth with incentives for affordable housing along certain transit and retail corridors. The rezoning study analyzes development along the mid-blocks and avenues in order to ensure the mapping of medium density, contextual zoning districts that more accurately reflect the existing built character.

PROSPECT-LEFFERTS GARDENS

FLATBUSH

MIDWOOD

11210
11225
11226



A three-story building on Avenue D built between 1998 and 2008

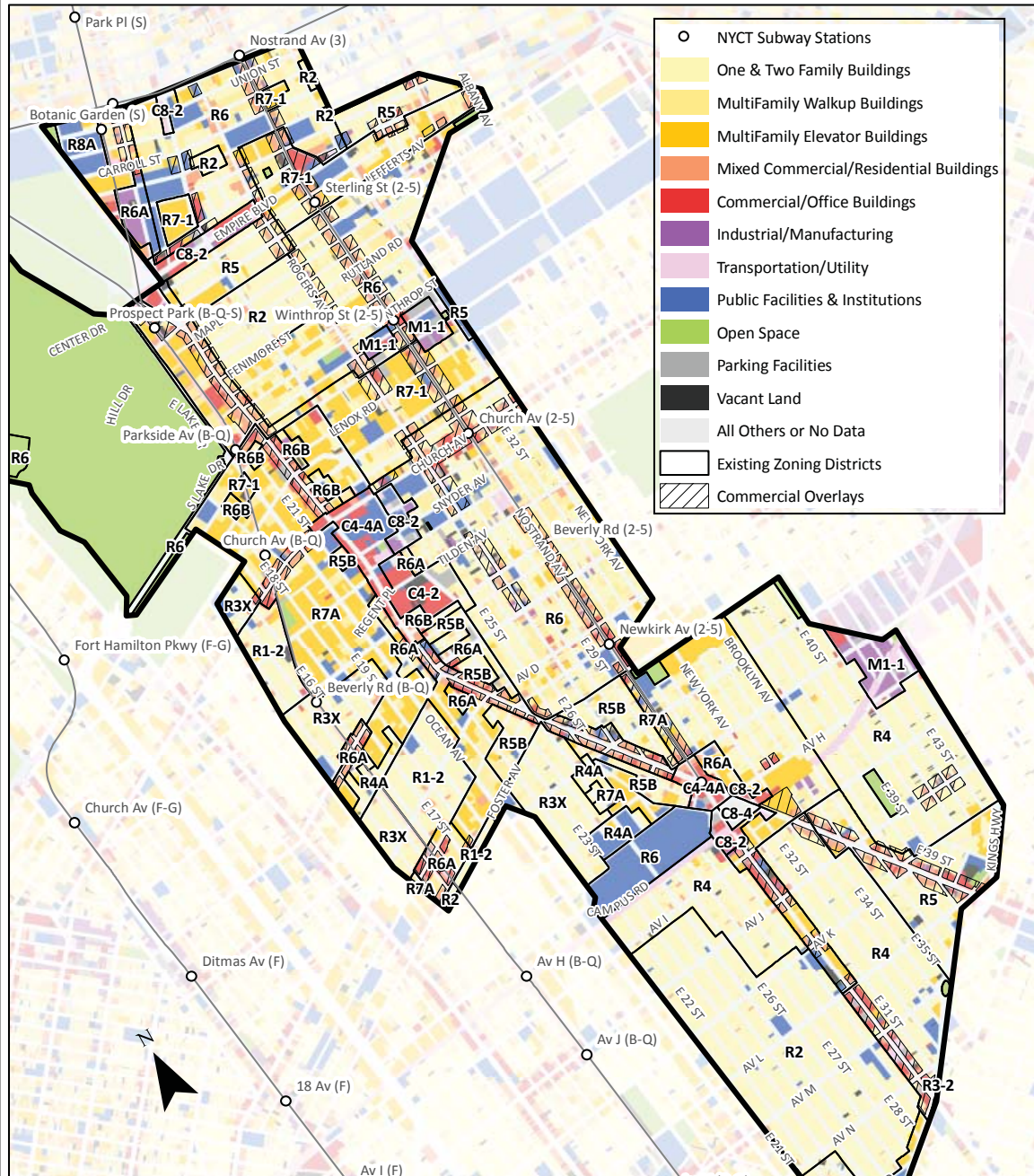


A six-story building on New York Avenue built between 1961 and 1997



A two-story building on East 37th Street built before 1961

ZONE B
18: PROSPECT-LEFFERTS GARDENS, FLATBUSH, MIDWOOD



ZIP CODE DATA

Prospect-Lefferts Gardens, Flatbush, Midwood: ZIP Codes 11210, 11225, 11226

Population	232,236	
Households	79,088	
Married, with Children	14,111	23.52%
Married, without Children	11,893	19.83%
Unmarried, with Children	16,177	26.97%
Unmarried, without Children	13,891	23.16%
Nonfamilies	3,917	6.53%
Households with No Vehicle	48,920	61.98%
Households with 1 Vehicle	23,002	29.14%
Households with 2 Vehicles	5,719	7.25%
Households with 3+ Vehicles	1,291	1.64%
Households with Income under \$58,155 (in 2008 dollars)*	50,997	64.49%
Households with Income over \$58,155 (in 2008 dollars)*	28,081	35.51%
Total Units	82,309	
Occupied Rental Units	63,211	76.80%
Occupied Owned Units	15,877	19.29%
Total Workers Age 16 and Over	89,560	
Drive	23,295	26.01%
Bus	13,328	14.88%
Subway	42,596	47.56%
Walk	4,867	5.43%
Other	3,736	4.17%
Worked at Home	1,738	1.94%

*\$45,000 in 1999 equaled a CPI-adjusted income of \$58,155 in 2008, the closest approximation possible to \$60,000 used in the Residential Parking Study and the 2006-2008 American Community Survey.

➔ LAND USE

- The area has a wide variety of housing stock. Flatbush, has a mix of apartment buildings, early 20th-century detached housing (Victorian Flatbush, roughly bound by Parkside Avenue, Coney Island Avenue, south of Avenue H, and Ocean Avenue, is best known for this), semidetached housing, and low-rise multifamily walkups. Midwood is made up of mostly single family homes with some rental and co-op buildings along Avenue K, Ocean Parkway and Ocean Avenue. In Prospect-Lefferts Gardens there are many single- and two-family houses as well as some larger apartment buildings.
- Coney Island Avenue, Flatbush Avenue, and Nostrand Avenue are the most prominent north-south commercial corridors, while Church Avenue, parts of Cortelyou Road and Foster Avenue (immediately south of the 11226 ZIP code) are the primary east-west commercial roads. Newkirk Plaza, an outdoor shopping center, brackets the Newkirk Avenue B and Q (Brighton Line) station.
- Prospect Park, the Brooklyn Botanic Garden and the Parade Grounds are the dominant recreational features of the area.
- Brooklyn College is located in Midwood.

Developments Through 2008

Less than 2 percent of this profile area’s residential units were built between 2000 and 2008 – approximately 3.5 percentage points less than the average share of new units in “B” zones and less than 5 percentage points below the share of average new unit production throughout the entire Inner Ring.

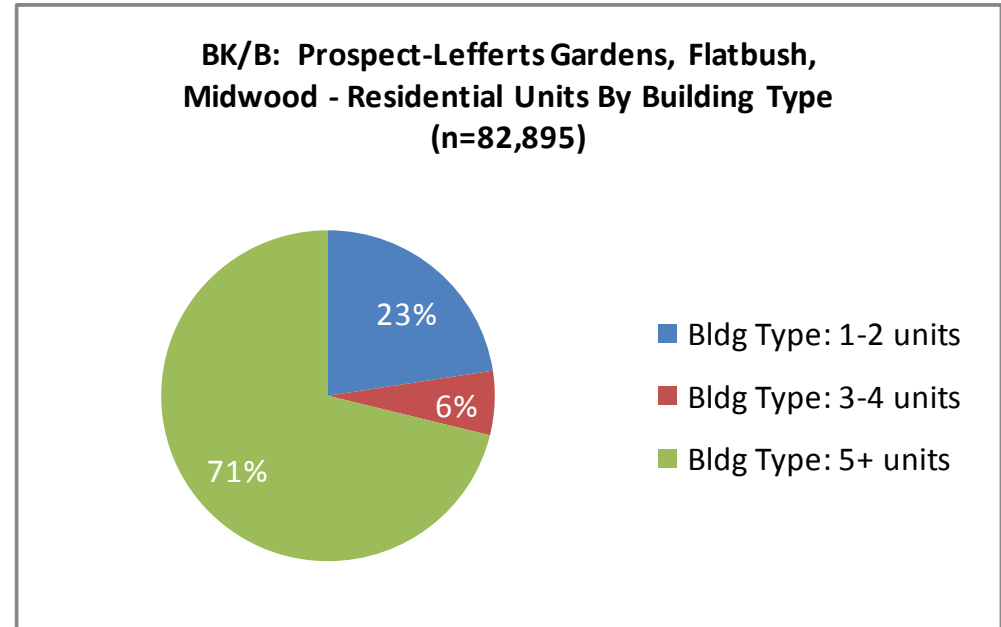
New Housing Units, 2000-2008: Prospect-Lefferts Gardens, Flatbush, Midwood						
Units through 2000	New Units, 2000-2008	Units through 2008	% New Units, 2000-2008	% New Units, Inner Ring, 2000-2008	% New Units, All B Zones, 2000-2008	
81,276	1,619	82,895	1.95%	6.63%	5.48%	
			Difference:	-4.68%	-3.53%	

Source: PLUTO. Census data relies on responses from recipients; PLUTO data is from NYC Department of Finance records. This accounts for the discrepancy in total housing units.

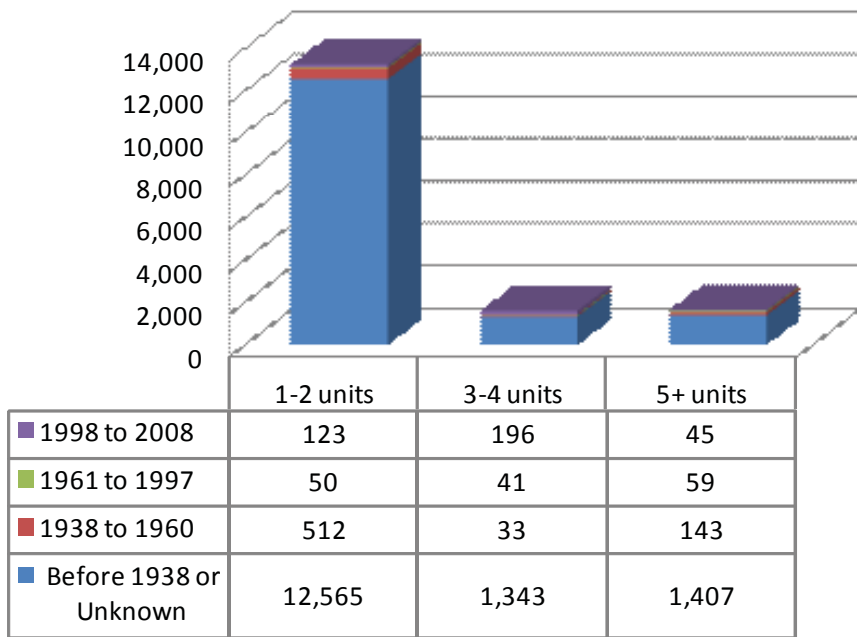
Most of this profile area had not undergone dramatic changes in its built environment in recent years, as comparisons of NYCityMap aerial views of the middle of Flatbush from 1996 and 2008 show.

➔ HOUSING

There are almost 82,900 dwelling units within over 16,500 buildings in Prospect-Lefferts Gardens, Flatbush and Midwood. Residential buildings with five or more units account for 71 percent of all housing. Twenty-three percent of residential buildings are comprised of one to two units. An overwhelming majority of the housing stock was built before 1938, despite proportionally large increases in building construction over the 1998-2008 period. From 1998 to 2008, buildings with three to four units were the most common type of new residential housing constructed.



BK/B: Prospect-Lefferts Gardens, Flatbush, Midwood - Residential Building Type by Year Built (n=16,517)



Source: MapPLUTO 2010

→ VEHICLE OWNERSHIP

In 2008, there were over 31,200 vehicles registered to addresses in this neighborhood, or 0.38 vehicles registered per dwelling unit. NYCHA's presence is nearly nonexistent in this area, and there are no HPD units.

Vehicle Registrations by Housing Subsidy Type: Prospect-Lefferts Gardens, Flatbush, Midwood

Borough and Zone	Public Subsidy Type	Total Residential Units by Public Subsidy (through 2006)	Percentage of Units	DMV 2008 Registrations	Ratio
BK-B	All Other Housing	82,169	100.0%	31,220	0.38
BK-B	Public Subsidy - NYCHA	12	0.0%	4	0.33
BK-B	Total	82,181	100.00%	31,224	0.38

Sources: PLUTO, DMV 2008 Registration data. Residential units built in 2007 and 2008 (and the DMV data for those buildings) were not included since newly-erected buildings often take time to become fully occupied.

→ ZONING

Zoning Designations Occupying Over 5 Percent of the Profile Area

No one zoning designation is dominant. R6 districts encompass nearly 30 percent of this profile area. R4 districts occupy nearly 15 percent of the profile area, with R2 and R7A districts each encompassing over 10 percent. R7-1 and R5 districts each occupy over 5 percent of this area. See "Descriptions of Major Zoning Districts within the Inner Ring" for a more thorough discussion of each of these zoning districts' accessory parking requirements.

Rezoning 1996-2008

- A major, 80-block rezoning of Midwood, mostly adjacent to but not within the area, was enacted in April 2006. However, a handful of blocks along the far southwestern and southern edges of this profile area were rezoned as part of this initiative, largely from R6 to R4-1, R5B and R7A.

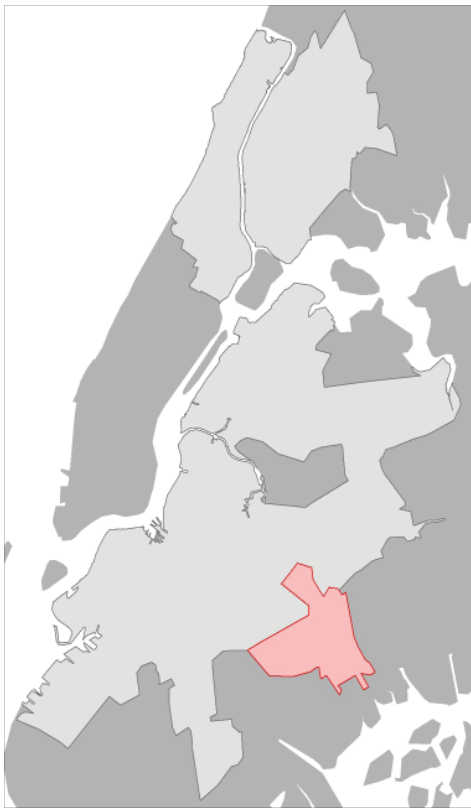
Rezoning Actions After 2008

- In July 2009, the Flatbush Rezoning was adopted. This rezoning primarily aimed to conform to the neighborhood's existing built character, and to prevent demolition of existing structures in R6 zones, particularly along Coney Island Avenue and near Flatbush Avenue. (In order to protect their detached, one- and two-family character, all or part of 40 blocks in four separate neighborhoods were rezoned R3X.) The zoning also sought to strengthen commercial corridors. Portions of 91 blocks throughout the rezoned area were rezoned R7A, and given incen-

tives for Inclusionary Housing. All or part of 17 blocks were rezoned C4-4A. A zoning text amendment permitted an Inclusionary Housing bonus in C4-4A districts.

Proposed Rezoning

- No major rezoning actions have been proposed as of November 2010.



BROWNSVILLE EAST NEW YORK

11207
11212



Two story buildings along Schenck Avenue built between 1998 and 2008

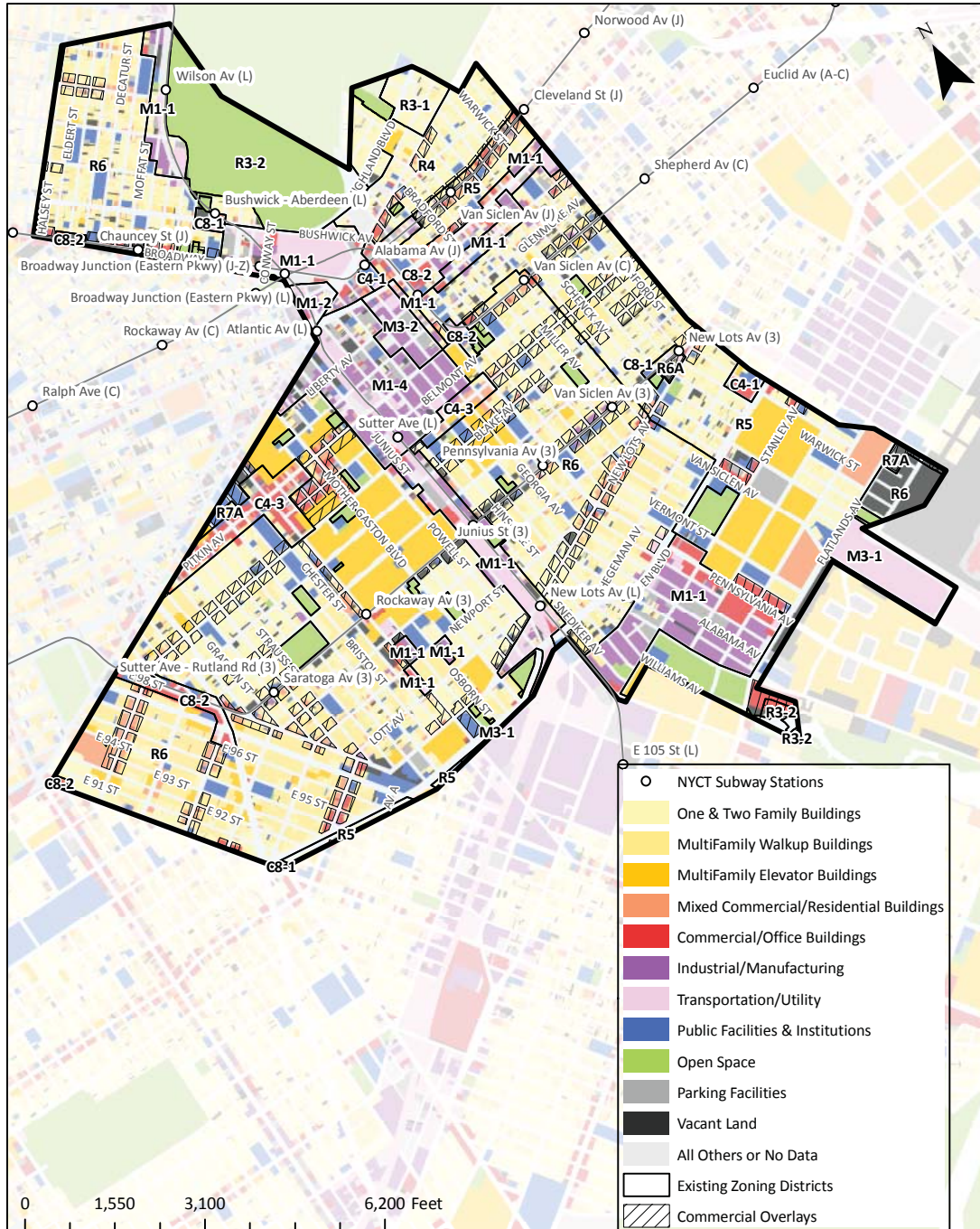


A 24-story building on Christopher Avenue, built between 1961 and 1997



Three-story buildings on Sutter Avenue built before 1961

ZONE
B 13: BROWNSVILLE, EAST NEW YORK



→ ZIP CODE DATA

Brownsville, East New York: ZIP Codes 11207, 11212

Population	171,712	
Households	56,177	
Married, with Children	7,731	17.85%
Married, without Children	7,140	16.49%
Unmarried, with Children	16,075	37.11%
Unmarried, without Children	10,351	23.90%
Nonfamilies	2,015	4.65%
Households with No Vehicle	37,512	66.67%
Households with 1 Vehicle	14,273	25.37%
Households with 2 Vehicles	3,573	6.35%
Households with 3+ Vehicles	909	1.62%
Households with Income under \$58,155 (in 2008 dollars)*	42,421	75.56%
Households with Income over \$58,155 (in 2008 dollars)*	13,722	24.44%
Total Units	60,547	
Occupied Rental Units	45,429	75.03%
Occupied Owned Units	10,748	17.75%
Total Workers Age 16 and Over	48,055	
Drive	13,572	28.24%
Bus	6,406	13.33%
Subway	21,857	45.48%
Walk	3,380	7.03%
Other	2,262	4.71%
Worked at Home	578	1.20%

*\$45,000 in 1999 equaled a CPI-adjusted income of \$58,155 in 2008, the closest approximation possible to \$60,000 used in the Residential Parking Study and the 2006-2008 American Community Survey.

Source: 2000 United States Census, Tables H3, H44, P1, P18, P30, and P52; PLUTO

➔ LAND USE

- Brownsville is a mostly residential area which contains multiple public housing projects, along with blocks of semidetached multiunit rowhouses. East New York has a combination of attached and semidetached multiunit rowhouses.
- The East Brooklyn In-Place Industrial Park is located in parts of Brownsville and East New York. The park is approximately 120 acres and is located within the perimeters of Atlantic Avenue, Sheffield Avenue, Sutter Avenue, and Powell Street. It includes 100 businesses.
- Highland Park lies immediately to the north of the area. Brownsville Recreation Center is located on Linden Boulevard. The recreation center has computers, a pool, a playground, a fitness room, and a handball court. Zion Park, which contains the Brownsville War Memorial sculpture, is located in Brownsville.
- Cemetery of the Evergreens lies immediately north of the study area. A major employer is New York City Transit, which has train and bus storage and maintenance facilities in the northern part of the area.

Developments Through 2008

More than 6 percent of this profile area’s residential units were built between 2000 and 2008 – less than 1 percentage point above the average share of new units in “B” zones and less than 1 percentage point below the share of average new unit production throughout the entire Inner Ring.

New Housing Units, 2000-2008: Brownsville, East New York					
Units through 2000	New Units, 2000-2008	Units through 2008	% New Units, 2000-2008	% New Units, Inner Ring, 2000-2008	% New Units, All B Zones, 2000-2008
60,815	3,988	64,803	6.15%	6.63%	5.48%
			Difference:	-0.48%	0.67%

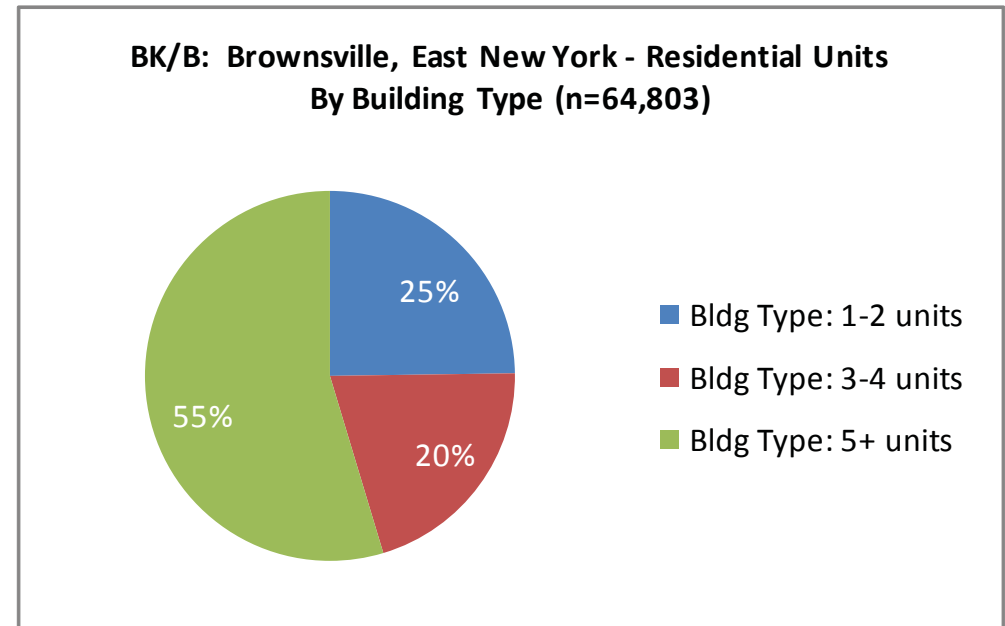
Source: PLUTO. Census data relies on responses from recipients; PLUTO data is from NYC Department of Finance records. This accounts for the discrepancy in total housing units.

A significant amount of redevelopment of previously burnt-out areas was already underway in this profile area by 1996, as the southwest quadrant of this view shows. However, large quantities of vacant land still remained, particularly in the area centered on Livonia Avenue and the Canarsie (L) Line right-of way, and south-east of Jamaica Avenue and Pennsylvania Avenue. Comparisons of NYCityMap

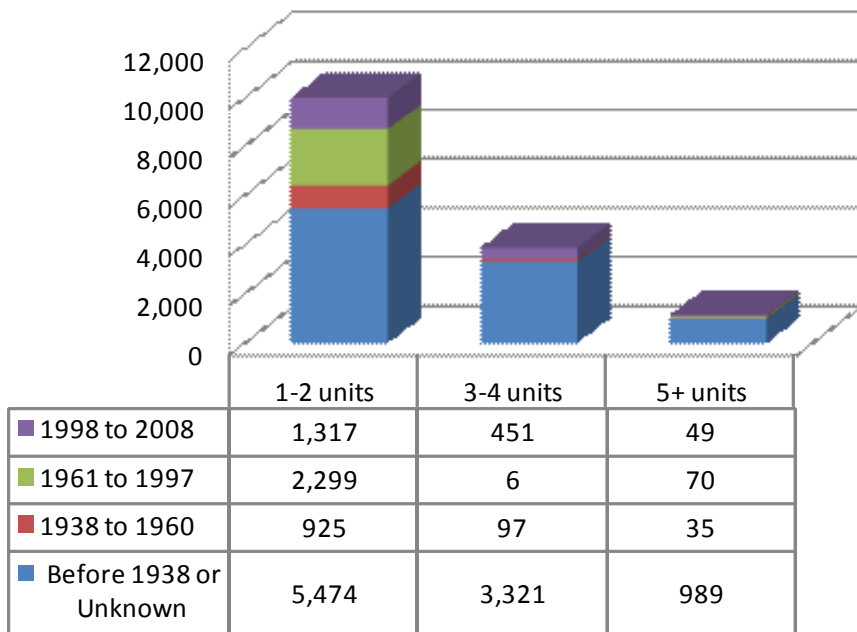
aerial views between 1996 and 2008 show a dramatic but not total transformation of the area. Most of the empty lots from 1996 had been developed, but significant stretches, particularly along Livonia Avenue, remained vacant.

➔ HOUSING

There are over 64,800 dwelling units within over 15,000 buildings in Brownsville and East New York. Residential buildings with five or more units account for 54 percent of all housing. Twenty-five percent of residential buildings are comprised of one to two units, and 20 percent are three- to four-unit buildings. While a majority of the housing stock was built before 1938, 45 percent of all one- to two-unit buildings were built after 1938. From 1998 to 2008, buildings with one to two units were by far the most common type of new residential housing constructed, but construction of three- to four-unit dwellings went from being virtually nonexistent in the 1961-1997 period to 451 buildings in the 1998 to 2008 period.



BK/B: Brownsville, East New York - Residential Building Type by Year Built (n=15,033)



Source: MapPLUTO 2010

→ VEHICLE OWNERSHIP

In 2008, there were over 19,700 vehicles registered to addresses in this neighborhood, or 0.34 vehicles registered per dwelling unit. Publicly subsidized NYCHA units accounted for almost 22 percent of all housing; HPD units comprised an additional 2.1 percent. The vehicular registration ratio for NYCHA housing was significantly lower than that of market-rate housing. HPD units' vehicle registration ratio was significantly higher than that of market rate housing.

Vehicle Registrations by Housing Subsidy Type: Brownsville, East New York

Borough and Zone	Public Subsidy Type	Total Residential Units by Public Subsidy (through 2006)	Percentage of Units	DMV 2008 Registrations	Ratio
BK-B	All Other Housing	48,675	76.2%	16,348	0.34
BK-B	Public Subsidy - HPD	1,326	2.1%	646	0.49
BK-B	Public Subsidy - NYCHA	13,884	21.7%	2,731	0.20
BK-B	Total	63,885	100.00%	19,725	0.31

Sources: PLUTO, DMV 2008 Registration data. Residential units built in 2007 and 2008 (and the DMV data for those buildings) were not included since newly-erected buildings often take time to become fully occupied.

→ ZONING

Zoning Designations Occupying Over 5 Percent of the Profile Area

R6B districts encompass over 60 percent of this profile area. R5 districts also occupy over 20 percent of the profile area, with R7-1 districts encompassing over 10 percent. See "Descriptions of Major Zoning Districts within the Inner Ring" for a more thorough discussion of each of these zoning districts' accessory parking requirements.

Rezoning 1996-2008

- No major rezonings have occurred since at least 1996.

Rezoning Actions After 2008

- No major rezonings have been enacted in this profile area.

Proposed Rezoning

- No major rezoning actions have been proposed as of November 2010.



APPENDIX



 APPENDIX

	Manhattan Inner Ring Areas	Percent	Bronx Inner Ring Areas	Percent	Brooklyn Inner Ring Areas	Percent	Queens Inner Ring Areas	Percent
Population	529,882		656,955		1,289,974		711,679	
Households	193,588		213,780		458,032		251,858	
Married, with Children	23,104	17.95%	33,536	20.76%	73,715	22.52%	54,573	29.43%
Married, without Children	23,163	18.00%	22,802	14.12%	67,657	20.67%	54,939	29.63%
Unmarried, with Children	36,687	28.51%	61,059	37.80%	82,935	25.33%	22,139	11.94%
Unmarried, without Children	31,899	24.79%	34,137	21.13%	68,218	20.84%	32,643	17.60%
Nonfamilies	13,831	10.75%	9,996	6.19%	34,836	10.64%	21,154	11.41%
Households with No Vehicle	156,197	80.71%	163,383	76.25%	303,882	66.27%	133,540	52.91%
Households with 1 Vehicle	32,642	16.87%	42,700	19.93%	126,505	27.59%	89,987	35.66%
Households with 2 Vehicles	3,603	1.86%	6,339	2.96%	22,728	4.96%	23,166	9.18%
Households with 3+ Vehicles	1,094	0.57%	1,853	0.86%	5,434	1.19%	5,684	2.25%
Households with Income under \$58,155 (in 2008 dollars)*	143,309	73.96%	171,136	79.84%	302,664	65.99%	148,628	58.98%
Households with Income over \$58,155 (in 2008 dollars)*	50,458	26.04%	43,206	20.16%	155,974	34.01%	103,348	41.02%
Total Units	226,261		247,714		531,317		262,614	
Occupied Rental Units	180,145	79.62%	197,889	79.89%	365,364	68.77%	188,245	71.68%
Occupied Owned Units	13,443	5.94%	15,891	6.42%	92,668	17.44%	63,613	24.22%
Total Workers Age 16 and Over	168,695		170,624		467,658		298,725	
Drive	28,772	17.06%	43,346	25.40%	105,789	22.62%	86,886	29.09%
Bus	20,976	12.43%	28,229	16.54%	46,490	9.94%	18,018	6.03%
Subway	84,756	50.24%	71,462	41.88%	239,735	51.26%	156,678	52.45%
Walk	21,504	12.75%	15,586	9.13%	45,538	9.74%	23,375	7.82%
Other**	7,529	4.46%	8,253	4.84%	17,637	3.77%	8,947	3.00%
Worked at Home	5,158	3.06%	3,748	2.20%	12,469	2.67%	4,821	1.61%

*\$45,000 in 1999 equaled a CPI-adjusted income of \$58,155 in 2008, the closest approximation possible to \$60,000 used in the Residential Parking Study and the 2006-2008 ACS.

**Includes respondents who listed their primary means as streetcar or trolley car, railroad, ferryboat, taxicab, motorcycle, bicycle, or other means.

Source: 2000 United States Census, Tables H3, H44, P1, P18, P30, and P52; PLUTO

 APPENDIX CONTINUED

	All A Zones	Percent	All B Zones	Percent	Inner Ring	Percent	TOTAL NYC	Percent in Inner Ring	difference
Population	591,258		2,597,232		3,188,490		8,008,278	39.81%	0.00%
Households	219,355		897,903		1,117,258		3,021,588	36.98%	-2.84%
Married, with Children	27,258	19.12%	157,670	23.87%	184,928	23.03%	532,402	34.73%	-5.08%
Married, without Children	26,750	18.76%	141,811	21.47%	168,561	20.99%	591,903	28.48%	-11.34%
Unmarried, with Children	39,222	27.51%	163,598	24.77%	202,820	25.26%	365,454	55.50%	15.68%
Unmarried, without Children	33,157	23.25%	133,740	20.25%	166,897	20.78%	363,464	45.92%	6.10%
Nonfamilies	16,204	11.36%	63,613	9.63%	79,817	9.94%	205,741	38.79%	-1.02%
Households with No Vehicle	171,438	78.05%	585,564	65.13%	757,002	67.67%	1,682,946	44.98%	5.17%
Households with 1 Vehicle	42,161	19.19%	249,673	27.77%	291,834	26.09%	955,165	30.55%	-9.26%
Households with 2 Vehicles	4,778	2.18%	51,058	5.68%	55,836	4.99%	305,267	18.29%	-21.52%
Households with 3+ Vehicles	1,288	0.59%	12,777	1.42%	14,065	1.26%	78,210	17.98%	-21.83%
Households with Income under \$58,155 (in 2008 dollars)*	161,656	73.54%	604,081	67.20%	765,737	68.45%	1,704,798	44.92%	5.10%
Households with Income over \$58,155 (in 2008 dollars)*	58,160	26.46%	294,826	32.80%	352,986	31.55%	1,317,679	26.79%	-13.03%
Total Units	279,718		988,188		1,267,906		3,200,912	39.61%	-0.20%
Occupied Rental Units	195,008	69.72%	736,635	74.54%	931,643	73.48%	2,109,292	44.17%	4.35%
Occupied Owned Units	24,347	8.70%	161,268	16.32%	185,615	14.64%	912,296	20.35%	-19.47%
Total Workers Age 16 and Over	183,324		922,378		1,105,702		3,192,070	34.64%	-5.18%
Drive	28,735	15.67%	236,058	25.59%	264,793	23.95%	1,049,396	25.23%	-14.58%
Bus	20,079	10.95%	93,634	10.15%	113,713	10.28%	364,408	31.20%	-8.61%
Subway	94,987	51.81%	457,644	49.62%	552,631	49.98%	1,199,226	46.08%	6.27%
Walk	25,843	14.10%	80,160	8.69%	106,003	9.59%	332,264	31.90%	-7.91%
Other**	7,824	4.27%	34,542	3.74%	42,366	3.83%	153,137	27.67%	-12.15%
Worked at Home	5,856	3.19%	20,340	2.21%	26,196	2.37%	92,151	28.43%	-11.39%

*\$45,000 in 1999 equaled a CPI-adjusted income of \$58,155 in 2008, the closest approximation possible to \$60,000 used in the Residential Parking Study and the 2006-2008 ACS.

**Includes respondents who listed their primary means as streetcar or trolley car, railroad, ferryboat, taxicab, motorcycle, bicycle, or other means.

Source: 2000 United States Census, Tables H3, H44, P1, P18, P30, and P52; PLUTO

 CREDITS

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