

Flatbush Rezoning and Text Amendments

LR Item 3: Description of Proposal

Project Description

The New York City Department of City Planning (DCP), at the request of Community Board 14, elected officials and civic groups, proposes zoning map changes and zoning text amendments for one hundred and eighty blocks located in the Flatbush neighborhood of Community District 14, Brooklyn (Figure 1, Locator Map). The project area, which includes the rezoning area and the area of all three proposed zoning text amendments, is bounded by; Caton Avenue, Parkside Avenue and Clarkson Avenue on the north, Bedford Avenue and the Community District 14 boundary to the east, the Community District 14 boundary on the south, and Coney Island Avenue on the west. The smaller rezoning area, which is also the location of two of the proposed zoning text amendments, is generally bounded by Caton Avenue, Parkside Avenue and Clarkson Avenue on the north, Bedford Avenue and the Community District 14 boundary to the east, Avenue H, Campus Drive and the Long Island Railroad's Bay Ridge freight line on the south, and Coney Island Avenue on the west. The proposed zoning would protect the predominantly low-rise, detached character of detached home neighborhoods, while also protecting the existing the apartment house and rowhouse character of other areas, from out-of-scale development. It would also provide opportunities for apartment house construction and incentives for affordable housing on Coney Island Avenue, Church Avenue and Flatbush Avenue, within the rezoning area. Opportunities for commercial growth would be maintained along Coney Island Avenue and Flatbush Avenue.

Background / Neighborhood Character

The neighborhoods of Flatbush are generally located directly south of Prospect Park, between the major thoroughfares of Coney Island Avenue and Flatbush Avenue, north of Farragut Road, and between Coney Island Avenue and Nostrand Avenue to the south of Farragut Road.

Flatbush is typically known for the large, green lots of detached homes and apartment buildings along Ocean Avenue and throughout. The small homes are predominantly located on the west and southeast portions of the study area. Many of these homes were built in the early 1900's in the Victorian style, leading these detached home areas to be referred to as "Victorian Flatbush". Portions of this neighborhood have been designated as New York City Historic Districts. These include the; Prospect Park South (1979), Albemarle and Kenmore Terraces (1978), Ditmas Park (1981) and Fiske Terrace – Midwood Park (2008) Historic Districts. The homes are typically two and a half to three stories in height.

Other areas, predominantly located in the eastern portion of the study area feature large apartment houses, with a mix of smaller rowhouses scattered throughout the entire study area. The area east of the MTA's Brighton Beach subway line and west of Flatbush Avenue is characterized by medium-density, four-to six-story apartment buildings. East of Flatbush Avenue the built character is very mixed. This area includes detached homes, rowhouses and some medium-density apartment buildings.

Major commercial corridors within the study area include Coney Island Avenue, Church Avenue and Flatbush Avenue. Neighborhood retail can also be found at places along Cortelyou Road and Newkirk Avenue. Flatbush Avenue is a major, regional commercial corridor, which consists of buildings of one to three stories in height. Some have upper floor uses, predominantly office space. Coney Island Avenue is a mix of auto-related uses, retail, residential, and mixed retail-residential buildings. In this area, buildings are also typically one to three stories in height, with an occasional medium-density apartment building of 4-6 stories in height. Church Avenue is a mixed residential and retail corridor that serves many of the communities that surround it. It is also the center of Brooklyn's Caribbean community. Buildings along Church Avenue are typically one to four stories in height, with some larger apartment buildings north and south of the intersection of Church and Ocean Avenues.

Brooklyn College is a City University of New York Institution that is located south of the South Midwood neighborhood, and just beyond the study area boundary at Campus Drive. Brooklyn College is currently constructing a large academic and athletic facility on the west side of campus. Other academic institutions in the study area include Erasmus Hall High School and the newly-expanded Midwood High School, nine elementary schools and two K-12 schools. Two branches of the Brooklyn Public Library are located inside the study area. The branches are located on Cortelyou Road (Cortelyou Branch) and Linden Boulevard (Flatbush Branch). The Clarendon branch is located across the street from the study area, along Nostrand Avenue.

The neighborhoods of Flatbush are well served by public transportation. The Q and B trains run north/south through the center of the study area, generally between Marlborough Road and E 16th Street. The Q train makes local stops at Parkside Avenue, Church Avenue, Beverly Road, Cortelyou Road, Newkirk Avenue and Avenue H. The B train runs express, and stops at Church Avenue and Newkirk Avenue. The 2 and 5 trains also traverse part of the study area along Nostrand Avenue. Within

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the study area, a stop is located in The Junction at Flatbush Avenue and Nostrand Avenue. North/south bus service is provided by New York City Transit's 29, 68, 48, 49, 44, and 103 bus lines. East/west transit is provided by NYC Transit's 16, 35, 23, 8, 6, and 11 buses. The Long Island Railroad's Bay Ridge Freight Line is located south of Avenue H and is a portion of the study area's southern boundary.

Just outside of the study area, at the intersection of Avenue H and Flatbush Avenue is a major, regional transportation and commercial node known locally as "The Junction". The Junction remains a vibrant commercial area with a wide variety of commercial and mixed, commercial and residential uses. Also, churches, daycare centers and other community facilities dot the area. A large, enclosed mall was recently constructed immediately south of the study area, just south of Avenue H. The mall is home to a Target store, several restaurants and other shops.

Existing Zoning

The Flatbush Rezoning proposal does not propose to change zoning within much of the project area. The rezoning area, which is smaller than the project area, contains 180 blocks within Brooklyn's Community District 14.

The rezoning area is currently mapped with many zoning districts which show the diversity of the built character in the study area (Figure 2). Predominantly low-density residential districts can be found on the west side of the study area. These districts include R1-2, R2, R3-1 and R3-2 residential zoning districts. On the east side of the study area, residential R6 and R7-1 districts can be found. One R4 district is mapped south of Glenwood Road between E 23rd and E 25th Streets, and another is located south of Avenue H, near Ocean Avenue. Additionally, a R5 residential district is mapped south of Avenue H. Commercial districts are located along Flatbush Avenue between Church Avenue and Cortelyou Road on the south and between Glenwood Road and Avenue H. C1-2 and C1-3 commercial overlays are mapped in residential districts on most major streets. Most zoning designations within the rezoning area have been in place since the New York City Zoning Resolution was adopted in 1961.

R1-2

R1-2 districts are mapped over 17% (30 full or partial blocks), in three areas, of the 180 block study area. The R1-2 districts are mapped to be consistent with the boundaries of several historic districts that contain large, Victorian-style homes. The northernmost district coincides with the Prospect Park South Historic District, generally south of Church Avenue, west of the MTA's Brighton Beach Line and north of Beverly Road. The western boundary is approximately 100 feet west of Stratford Road. The central R1-2 district coincides with the Ditmas Park Historic District is mapped south of Dorchester Road, between the Brighton Beach Line and Ocean Avenue. The southern boundary is mapped 120 feet north of Newkirk Avenue. The southernmost R1-2 district coincides with a portion of the Fiske Terrace-Midwood Park Historic District and is located south of Foster Avenue and north of Glenwood Road, between 100 feet west of Ocean Avenue and the Brighton Beach Line.

Residential and community facility uses are permitted within R1-2 districts (Use Groups 1, 3, and 4). These districts produce low density neighborhoods of single family detached homes. R1-2 districts have a minimum required lot area of 5,700 square feet. Homes in R1-2 districts are required to have at least a sixty foot lot width, with a twenty foot front yard and thirty foot rear yard. Two side yards are also required, totaling a minimum of twenty feet, but with a minimum of eight feet on each side. R1-2 districts have a maximum floor area ratio (FAR) of 0.5 for residential uses and 1.0 for community facility uses. The height of homes in this district is controlled by the sky exposure plane, a sloping line that begins at a height of twenty-five feet. There is no maximum building height. Each dwelling unit is required to have at least one off-street parking space.

R3-1

A R3-1 district is mapped over 2% (4 full or partial blocks) of the 180 block study area. The district is mapped generally south of Caton Avenue and north of Church Avenue, between Argyle Road and East 17th Street. Residential and community facility uses are permitted within the district (Use Groups 1-4). R3-1 districts are low density residential districts that allow for semi-detached (attached on one side) one and two family homes, as well as detached homes. R3-1 districts have a minimum required lot area of 3,800 square feet for detached homes, and 1,700 square feet for semi-detached homes. Minimum lot width also varies by building type, with a minimum lot width of forty feet required for detached homes, and a minimum of eighteen feet required for semi-detached homes. The district has a maximum building height of thirty-five feet and a maximum perimeter wall height of twenty-one feet. The maximum floor area ratio (FAR) is 0.5 for residential uses, and 1.0 for community facility uses. In R3-1 districts, the FAR can be increased up to twenty percent as an allowance for attic space. R3-1 districts

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have maximum lot coverage of 35%, with minimum front and backyards of 15 and 30 feet, respectively. One off-street parking space is required for each dwelling unit.

R3-2

Three R3-2 districts are mapped over 18% (33 full or partial blocks) of the 180 block study area. The northernmost R3-2 district is mapped generally south of Beverly Road and north of Cortelyou Road, between Stratford Road and Ocean Avenue. Residential and community facility uses are permitted within the district (Use Groups 1-4). R3-2 districts are low density residential districts that allow for all housing types. Buildings may be built as semi-detached (attached on one side), attached (rowhouses), or detached homes. R3-2 districts have a minimum required lot area of 3,800 square feet for detached homes, and 1,700 square feet for semi-detached or attached homes. Minimum lot width also varies by building type, with a minimum lot width of forty feet required for detached homes, and a minimum of eighteen feet required for other housing types. R3-2 districts have a maximum building height of thirty-five feet and a maximum perimeter wall height of twenty-one feet. The maximum floor area ratio (FAR) is 0.5 for residential uses and 1.0 for community facility uses. In R3-2 districts, the FAR can be increased up to twenty percent as an allowance for attic space. R3-2 districts also have maximum lot coverage of 35%, with minimum front and backyards of 15 and 30 feet, respectively. One off-street parking space is required for each dwelling unit.

R4

Two small R4 districts are currently mapped over 3% (5 full or partial blocks) of the 180 block study area. The easternmost district is located south of Avenue H, north of the Long Island Railroad Bay Ridge freight line, and between East 17th Street and Ocean Avenue. The westernmost R4 district is bounded by Bedford Avenue, Campus Road, 23rd Street and Glenwood Road. R4 districts allow all types of housing and community facilities (Use Groups 1-4). Detached homes in R4 districts require a minimum lot width of forty feet, a minimum lot area of 3,800 square feet and two side yards totaling thirteen feet, with each at least five feet wide. For all other building types in a R4 district, the minimum lot width is eighteen feet, with a minimum lot area of 1,700 square feet. Both detached and other building types require a minimum of a ten foot front yard and a thirty foot rear yard. In a R4 district the maximum floor area ratio (FAR) is 0.75 for residential uses, which can be increased by twenty percent through an attic allowance, and 2.0 for community facility uses. The maximum lot coverage in this district is forty-five percent. Perimeter walls can be up to twenty-five feet in height with a maximum building height of thirty-five feet. One parking space is required per dwelling unit. Infill optional regulations are also available.

R5

A R5 district is currently mapped in 3% (6 full or partial blocks) of the 180 block study area. This district is located south of Avenue H between East 17th Street and Coney Island Avenue. R5 districts are general residential districts that permit all types of residential and community facility uses (Use Groups 1-4), in all types of building forms. For detached buildings in R5 districts there is a minimum lot width of forty feet, and a minimum lot size of 3,800 square feet. For attached units, the minimum lot width is eighteen feet and the minimum lot size is 1,700 square feet. Ten foot front yards and thirty foot rear yards are required of all building types. Detached buildings are required to have two side yards that total thirteen feet in width, with each at least five feet wide. All other building types are required to have at least one side yard that is at least eight feet wide. R5 districts also have maximum lot coverage percentage of 55% of a lot. The maximum floor area ratio (FAR) allowed in the district is 1.25 for residential uses, and 2.0 for community facility uses. The maximum building height is forty feet high. To ensure compatibility with surrounding neighborhoods the maximum street wall height is 30 feet and any additional building height must be set back 15 feet from the street wall. Off-street parking is required for 85% of dwelling units. Infill optional regulations are also available.

R6

R6 districts are currently mapped over 51% (92 full or partial blocks) of the total 180 blocks within the rezoning area. Generally, these areas are located along major streets, such as; Coney Island Avenue, Cortelyou Road, Newkirk Avenue, Flatbush Avenue south of Beverly Road; and also east of Flatbush Avenue. Residential and community facility uses (Use Groups 1-4) are permitted in R6 zoning districts, with a maximum floor area ratio (FAR) of up to 2.43 for residential uses and 4.8 for buildings containing community facility uses. Building heights are governed by the sky exposure plane, which begins at a line sixty feet above the front lot line and slopes inward over the zoning lot. Off-street parking is required for 70% of the dwelling units. Developers can also utilize the optional Quality Housing program which permits up to 2.2 FAR with a maximum building height of fifty five feet on narrow streets (seventy five feet wide or less), and up to 3.0 FAR with a height limit of seventy feet on wide streets (greater than seventy five feet). Under Quality Housing regulations, off-street parking is required for 50% of the dwelling units. In R6 districts, if fewer than five spaces are required off-street parking is waived.

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R7-1

Focused along Ocean Avenue, and cutting through the center of the study area, an R7-1 district currently covers 33% (59 full or partial blocks) of the 180 block study area. R7-1 zoning districts permit residential and community facility uses (Use Groups 1-4) with a maximum floor area ratio (FAR) of 3.44 for residential uses and 4.8 FAR for community facility uses. Building heights are governed by the sky exposure plane, which begins at a line sixty feet above the front lot line and slopes inward over the zoning lot. Off-street parking is required for 60% of the dwelling units. Developers can also utilize the Quality Housing program, which permits 3.44 FAR on narrow streets with a maximum base height of sixty feet and a maximum building height of seventy five feet and 4.0 FAR (R7A equivalent) on wide streets with a required maximum base height of sixty five feet, and a maximum building height of eighty feet. Off-street parking is required for 50% of the dwelling units under Quality Housing. In R7-1 districts, parking is waived if five spaces or less are required.

C4-2 and C4-3

C4 districts are currently mapped over 11% (20 full or partial blocks) of the 180 block study area. C4 districts are regional commercial centers where uses, such as specialty and department stores, serve a larger area and generate more traffic than a neighborhood shopping area. These districts are located in two places within the study area. The northern most location includes portions of Church Avenue and Flatbush Avenue, encompassing the Flatbush-Kings Commercial Urban Renewal Area. The second district, located to the south, is centered on an area known locally as "The Junction" where Nostrand and Flatbush Avenues intersect. These districts permit residential and community facility uses, built under R6 district requirements (Use Groups 1-4), as well as certain types of commercial uses (Use Groups 5,6,8-10, and12). C4 districts allow buildings with multiple floors of commercial, mixed use buildings, or residential-only buildings. This allows for a commercial floor area ratio (FAR) of 3.4 and a residential FAR of 3.0. If community facility space is included, the maximum FAR is 4.8. For housing, either R6 height factor, or R6 Quality Housing regulations can be utilized. in C4-2 districts. Building heights are governed by the sky exposure plane, which begins at sixty feet above the street line and slopes inward over the zoning lot.

C1-3 and C2-3

There are C1-3 and C2-3 commercial overlays mapped for local retail and service uses along Cortelyou Road, Flatbush Avenue, Church Avenue, Coney Island Avenue, Newkirk Avenue and Foster Avenue. C1 districts allow for typical local retail uses (Use Groups 5-6) where C2 districts meet broader shopping and service needs (Use Groups 5-9). Commercial buildings within C1 and C2 districts are allowed a maximum FAR of 2.0, while mixed-use, residential/retail buildings can have a maximum commercial FAR of 1.0. Commercial uses in C1 and C2 districts are limited to the ground floor if there are community facilities or residential uses on any floor above. Parking requirements for most local retail uses, within the C1-3 and C2-3 districts, are one parking space for every 400 square feet of commercial use. The parking requirement for commercial establishments is one parking space for every 1,000 square feet of commercial uses, parking is waived for commercial establishments less than 40,000.

Along Flatbush and Foster Avenues the C1-3 and C2-3 Commercial Overlays have a standard depth of 100 feet, usually to the center of the block, with some exceptions. North of Church Avenue along the western side of Flatbush Avenue the C1-3 overlay has a depth of 150 feet. Additionally, there are four instances along Flatbush Avenue where overlays cover an entire, irregularly-shaped block, and another two instances where the overlay covers half of an irregularly-shaped block. An irregularly shaped overlay follows lot boundaries at the northwest corner of Flatbush Avenue and Caton Avenue. Also, along Flatbush Avenue at Dorchester Road, there is no overlay between Dorchester Road and East 22nd Street. The one exception along Foster Avenue is centered on the shopping are that surrounds the Newkirk Avenue Plaza, where the overlay covers the entire block.

Elsewhere in the study area the standard commercial overlay depth is 150 feet, except along Coney Island Avenue south of Slocum Place where the overlay boundary extends to midblock. Also, in the northwest corner of the study area, with a C2-3 overlay that extends to midblock. Between Cortelyou Road and Dorchester Road, however, the overlay covers the entire block between Coney Island Avenue and Stratford Road.

Quality Housing Study Area

Section 23-011 of the New York City Zoning Resolution specifies Quality Housing Study Areas in several locations throughout the city. In Community District 14, there are two such areas, one in the study area, and the other in the previously concluded Midwood Rezoning study area.

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In Flatbush, the Quality Housing Study Area is bounded by Church Avenue to the north, Stratford Road to the east, Beverly Road running further east, Ocean Avenue on the far eastern side, Foster Avenue on the south, and Coney Island Avenue on the west.

In the Midwood area, the Quality Housing Study Area is bounded by Avenue M on the north, Ocean Avenue on the east, Quentin Road on the south, and a line midway between East 10th Street and Coney Island Avenue on the west.

Within the Quality Housing Study Area, Quality Housing regulations may not be used on lots occupied by a 1,2 or 3 family detached or semi-detached home on a block where 70% or more of the block-fronts on both sides of the street are developed with such buildings. Development on all such lots is limited to the R6 Height Factor regulations.

Purpose and Need

Under the current zoning, construction of tower apartment building is permitted without height limitation in low-rise, detached residential neighborhoods, and has resulted in buildings that are inconsistent with the typical character of those neighborhoods. In addition, out-of scale buildings have also been constructed in apartment building districts. Current zoning also allows attached and semi-attached buildings in neighborhoods that are entirely of detached character. Finally, current commercial overlays do not reflect the depth of commercial uses on main streets within the study area or do not exist where commercial uses are present.

The rezoning proposal seeks to:

- Respond to out-of-scale development in detached home neighborhoods;
- Address community's and elected official's request for contextual rezoning in other rowhouse and apartment building areas;
- Provide opportunities for housing development and incentives for affordable housing along certain corridors;
- Maintain opportunities for commercial growth and re-investment in commercial areas.

Description of Proposed Action

Zoning Map Changes

The proposed rezoning would change neighborhoods with detached homes currently, mapped with R3-1, R3-2 and R6 districts which allow attached and semi-attached buildings, to contextual, detached-home districts. R5 districts would be replaced with R5B and R5D contextual districts, and R6 districts elsewhere would be replaced with contextual R6A, R6B, and R7A districts. R7-1 districts would be replaced with R7A contextual districts.

Areas currently mapped with C4-2 and C4-3 districts would be rezoned with C4-4A districts.

The proposed rezoning would change existing commercial overlays from C1-3 and C2-3 to C2-4, and reduce the distance for most overlays from 150 feet to 100 feet.

Under the proposal, C1-3 and C2-3 overlays would be replaced with C2-4 overlays. In general, these would be mapped to a width of 100 feet to reflect existing uses. Eight C2-4 districts would be added and one would be removed.

In conjunction with proposed R7A and C4-4A along Flatbush Avenue, Church Avenue, Nostrand Avenue, Coney Island Avenue, and Cortelyou Road, a zoning text amendment is proposed to permit an Inclusionary Housing bonus for development providing affordable housing.

Additionally, Quality Housing Study Areas included in the Zoning Resolution, for areas within Community Board 14 would be removed. If this proposed rezoning to contextual districts is approved, the goals of the study areas would be achieved and therefore, the study areas would no longer be necessary.

Proposed R1-2

R6, R6/C2-3, R7-1 to R1-2

The proposed zoning would map extensions to two, existing R1-2 districts, in two locations within the study area in order to protect the detached, single-family character of these areas.

Prospect Park South: In the northernmost location, the existing R1-2 district is bounded by Church Avenue on the north, the MTA's Brighton Beach Line on the east, Beverly Road on the south, and the

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mid-block between Stratford Road and Coney Island Avenue on the west. This district also includes the majority of the Prospect Park South Historic District. Portions of three blocks, or 2% of the 180 block study area would be newly mapped with the R1-2 district.

The western boundary of the existing R1-2 district would be expanded to include three full or partial tax lots on the south side of Albemarle Road, three full or partial tax lots on the north side of Turner Place, and also three full or partial tax lots on the south side of Hinckley Place extending south to three tax lots on the north side of Beverly Road. These twelve detached homes are currently zoned R6 and would be mapped with R1-2 under the proposal. Currently, all of these properties comply with the maximum FAR of an R6 district and under the proposal; two of the twelve lots would comply with the maximum FAR of the proposed R1-2 district. A portion of this area is a part of the Prospect Park South Historic District.

Additionally, the mapped R1-2 district in this area would also be expanded on the east side, from 150 feet south of Church Avenue to the Brighton Beach subway line. This area is currently zoned R7-1 and would extend the R1-2 district over portions of six full or partial lots that would, under the proposal, be included in their entirety. Five of these lots contain detached homes, and one is a medium density apartment building. Currently, all of these lots comply with the maximum FAR of an R7-1 district and, under the proposal; five of the six lots would comply with the maximum FAR of the proposed R1-2 district. This area is a part of the Prospect Park South Historic District.

Ditmas Park: Also to be expanded is the existing R1-2 district bounded by; Dorchester Road on the north, Ocean Avenue on the east, 100 feet north of Newkirk Avenue on the south, and the Brighton Beach subway line on the west. This district currently encompasses most of the Ditmas Park Historic District. Portions of four blocks, or 2% of the 180 block study area, would be newly mapped with the R1-2 district.

This R1-2 district would be expanded on the eastern side, across Ocean Avenue for 100 feet, and would encompass the twelve full or partial lots located between Dorchester Road and Ditmas Avenue. The twelve structures are detached homes, three of which also have medical or home offices. Currently, this area is zoned R7-1 and all lots comply with the maximum FAR. Under the proposal, two of the lots would comply with the maximum FAR of the proposed R1-2 district. This area is not part of the Ditmas Park Historic District.

Additional portions of three blocks that are currently partially included (13 full or partial lots) would also be added to this R1-2 district. All of the buildings are detached homes. One is currently in uses as a church, while another contains a medical or home office. Currently, the area is zoned R6 and all thirteen lots comply with the maximum FAR of an R6 district. Under the proposed R1-2 district, four of the thirteen lots would comply with the maximum FAR. All of these lots are within the Ditmas Park Historic District.

The R1-2 district is a detached, one family residential district that has a maximum FAR of 0.5 for residential uses and 1.0 for community facility buildings. The minimum lot width for the R1-2 district is sixty feet, with a minimum lot area of 5,700 square feet. Building height is governed by a sky exposure plane that begins twenty-five feet above the front yard line and slopes over the zoning lot. A twenty foot front yard and a thirty foot rear yard are required, as are two side yards totaling a minimum of twenty feet. Each side yard must be at least eight feet. One parking space is required per dwelling unit.

Proposed R3X

R3-1, R3-1/C1-3, R3-2, R6, R6/C2-3, R7-1 to R3X

The proposed zoning would map three R3X districts, in three separate neighborhoods within the study area. The proposal would protect the detached, one- and two-family character of these areas.

Caton Park: The proposed zoning would map an area bounded by; Caton Avenue on the north, midblock between East 17th and Buckingham Road (E 16th Street) on the east, Church Avenue on the south, and midblock between Rugby Road and Argyle Road on the west, as a R3X district. The proposed district would map four full or partial blocks, or about 2% of the 180 block study area with the R3X district.

This area is currently zoned R3-1 and consists of a mix of detached, one and two family homes and five community facilities. One, single-story medical office building is located in the south eastern corner of the proposed district, at the intersection of Church Avenue and Buckingham Road (E 16th Street). A single-story retail store is located directly across the street. A large apartment building is partially located within the proposed district at Caton Avenue and Buckingham Road (E 16th Street). Currently, 47 %, of the sixty full or partial lots comply with the maximum FAR of the R3-1 district. Under the proposal, 47% would comply with the maximum FAR of R3X.

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Beverly Square West: The proposed zoning would map an area bounded generally by; Beverly Road on the north, midblock between Ocean Avenue and E 19th Street on the east, Cortelyou Road on the south, 100 feet west of Coney Island Avenue; as a R3X district. The proposed district would map twelve full or partial blocks, or approximately 6% of the 180 block study area with the R3X district.

Currently, this area is zoned R3-2 and the area is almost entirely built with detached homes on large lots. Predominantly, the land uses of this neighborhood consist of one and two family homes, with five community facilities, and several medical or accessory home offices. Currently, 62% of the 334 full or partial lots comply with the maximum FAR of the R3-2 district. Under the proposal, 62% would comply with the maximum FAR allowable under R3X.

Ditmas Park West: The proposed zoning would map an area generally bounded by; Dorchester Road on the north, the MTA's Brighton Beach line on the east, 100 feet north of Newkirk Avenue on the South, north to Ditmas Avenue, and west to Coney Island Avenue. The proposed district would map eleven full or partial blocks, or approximately 6% of the 180 block study area, with the R3X district.

The area east of Stratford Road is zoned R3-2, and the area to the west is zoned R6. Land uses in this area include many one and two family, detached homes, with five medical or accessory home offices. Currently, of the 325 full or partial tax lots in the proposed district, 43% of lots in the existing R3-2 district comply with the maximum FAR of R3-2. Of the 12 lots in the existing R6 district, 100% comply with the maximum FAR. Under the proposal, 42% would comply with the maximum permitted FAR of the R3X district.

South Midwood: The proposed zoning would map an area generally bounded by; Foster Avenue on the north, midblock between Bedford Avenue and E 26th Street on the east, Glenwood Road on the South, E 23rd Street on the east, Campus Road on the South, and midblock between E 21st Street and Ocean Avenue on the west. North of Farragut Road, the western boundary would be E 21st Street. The proposed district would map thirteen full or partial blocks, or about 7% of the 180 block study area with the R3X district.

Currently, this area is zoned R3-2 west of Bedford Avenue, and R6 east of Bedford Avenue. The neighborhood consists of mostly one and two family detached homes, with one community facilities, and two medical, or accessory home offices. There are also two large apartment buildings north of Campus Road, between E 22nd Street and E 23rd Street. Currently, of the 343 full or partial tax lots in the R3-2 district, 54% comply with the maximum FAR. Of the 11 lots in the existing R6 district, 100% comply with the maximum FAR. Under the proposal, 54% would comply with the maximum FAR of the R3X district.

The R3X district is a detached, one and two family residential district that allows a maximum FAR of 0.6 for residential use, which includes a 20% bonus for an attic space, and a maximum FAR of 1.0 for community facilities. The minimum lot width for the R3X district is thirty-five feet, with a minimum lot area of 3,325 square feet. Height regulations govern maximum building height, which is thirty-five feet, with a perimeter wall a maximum of twenty-one feet high. A ten foot front yard and a thirty foot rear yard are required, as are two side yards totaling a minimum of ten feet. Each side yard must be at least two feet. One parking space is required per dwelling unit.

Proposed R4A

R3-2, R4, R6, R6/C1-3, R6/C2-3 to R4A

The proposed zoning would map three R4A districts, in four areas within the study area. The proposal would protect the detached, one- and two-family character of these areas.

North of Dorchester Road: The proposed zoning would map an area generally; one hundred feet north of Dorchester Road, from eighty feet west of Stratford Road on the west, to East 18th Street on the east. Along Stratford Road, Rugby Road, Marlborough Road, E 16th Street and E 18th Street, portions of the district would extend to the north. The furthest northern boundary of the district would be 100 feet south of Cortelyou Road. The proposed district would map eight full or partial blocks, or about 4% of the 180 block study area with the R4A district.

This area is zoned R6 and consists mainly of detached homes, yet there are semi-attached and attached homes, as well as several apartment buildings that are proposed to be non-conforming. Currently, 92% of 109 full or partial lots comply with the maximum FAR of the R6 district. Under the proposal, 69% would comply with the maximum FAR of the R4A district.

South Midwood – Bedford Avenue Area: The proposed zoning would map an area generally; south of Farragut Road to 100 feet north of Glenwood Road, midblock between 24th Street and Bedford Avenue

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on the west and midblock between Bedford Avenue and 26th Street on the east. On the east side, the district would also extend 100 feet north of Farragut Road. The proposed district would map four full or partial blocks, or about 2% of the 180 block study area with a R4A district. Within the proposed R4A district, the proposed zoning would also map a R5B district to include existing rowhouses on both sides of Bedford Avenue.

Currently, the area west of Bedford Avenue is zoned R3-2, while the area to the east is zoned R6. The area is predominantly built with two and three story detached houses. There are two multi-family elevator buildings, seven multi-family walkup buildings, and one community facility. There is also one vacant lot. In the existing R3-2 district, there are eleven full or partial lots and 27% of them are currently compliant with the maximum FAR of that district. In the proposed R4A district 91% of these tax lots would be compliant with the maximum FAR. There are 32 full or partial tax lots in the existing R6 district. Of these, 94% are currently compliant with the maximum FAR of the R6 district. In the proposed R4A district, 91% would be compliant with the maximum FAR of the R4A district.

South Midwood – Midwood High School Area: The proposed zoning would map an area generally bounded by; Glenwood Road on the north, 100 feet east of East 26th Street on the east, Campus Drive on the south, and East 23rd Street on the west. West of Bedford Avenue, the area is currently zoned R4, whereas on the east, the area is currently zoned R6. The proposed district would map eighteen full or partial blocks, or about 10% of the 180 block study area with a R4A district.

Currently, the area west of Bedford Avenue is zoned R4 while the area to the east is zoned R6. The area is built with the Midwood High School science annex, as well as PS 315. A multi-family apartment building and two detached homes are also within the existing R4 district. In the existing R6 district, there is a group of ten detached homes, as well as the main building of Midwood High School. In the existing R4 district, there are eight full or partial lots and 63% of them are currently compliant with the maximum FAR of the R4 district. In the proposed R4A district 63% of these tax lots would be compliant with the maximum FAR of the R4A district. There are eleven full or partial tax lots in the existing R6 district. Of these, 100% are currently compliant with the maximum FAR of the R6 district. In the proposed R4A, 91% would be compliant with the maximum FAR of the R4A district.

South of Avenue H: The proposed zoning would map an area generally bounded by; Avenue H on the north, East 19th Street on the east, the Long Island Railroad on the south, and East 17th Street on the west. The proposed zoning would map two full or partial blocks, or about 1% of the 180 block study area with the R4A district.

Currently, this area is zoned R4. The area is built with two, multi-family apartment buildings, one community facility, and predominantly, with detached homes. In the existing R4 district, there are twenty full or partial lots and 90% of them are currently compliant with the maximum FAR of the R4 district. In the proposed R4A district 90% of these tax lots would be compliant with the maximum FAR of the R4A district.

The proposed R4A districts allow detached, one and two family residential district that allows a maximum FAR of 0.9 for residential use, which includes a 20% bonus for an attic space, and a maximum FAR of 2.0 for community facilities. The minimum lot width for the R4A district is thirty feet, with a minimum lot area of 2,850 square feet. Height regulations govern maximum building height, which is thirty-five feet, with a perimeter wall a maximum of twenty-one feet high. A ten foot front yard and a thirty foot rear yard are required, as are two side yards totaling a minimum of ten feet. Each side yard must be at least two feet. One parking space is required per dwelling unit.

Proposed R5B

R3-2, R5, R6, R6/C1-3, R6/C2-3, R7-1 to R5B

The proposed zoning would map R5B districts in seven areas throughout the study area, in order to protect the predominate row-house character of these areas. The R5B district would also allow for limited expansion of existing buildings that are less consistent with new investment in the area, as well as provide for opportunities for appropriately scaled new developments on vacant and underdeveloped sites.

Albemarle and Kenmore Terrace Historic District: The proposed zoning would map an area generally bounded by; Kenmore Road on the north, 100' west of Flatbush Avenue on the east, south of Albemarle Road on the south, and East 21st Street on the west. The proposed zoning would map two full or partial blocks, within the Albemarle and Kenmore Terrace Historic District, with the R5B district. The proposed district would acknowledge the collection of historic homes in this area, and cover approximately 2% of the 180 block study area.

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The area is built with one and two-family attached homes, and is mapped with the R7-1 district. Currently, 100% of the 32 full or partial lots are compliant with the maximum FAR of the existing R7-1 district and, under the proposal, 88% would comply with the maximum FAR of the proposed R5B district.

South of Cortelyou Road and east of Flatbush Avenue: The proposed zoning would map an area generally bounded by; the midblock areas between Cortelyou Road on the north, Bedford Avenue on the east, Clarendon Road on the South, and Flatbush Avenue on the west. The proposed zoning would map three full or partial blocks, or 2% of the 180 block study area, with the R5B district.

The area is built with a mix of various housing types, including one- and two-family attached and detached homes. There are three multi-family, walkup apartment buildings, one mixed use building and two community facilities that are each partially within the proposed district. A portion of one lot that is within the proposed district is currently vacant. This area is mapped with the R6 district. Currently, 98% of the 41 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal, 93% would comply with the maximum FAR of the proposed R5B district.

South of Clarendon Road and east of Flatbush Avenue: The proposed zoning would map an area generally bounded by; the midblock areas between Clarendon Road on the north, Bedford Avenue on the east, Avenue D on the South, and Flatbush Avenue on the west. The proposed zoning would map three full or partial blocks, or 2% of the 180 block study area, with the R5B district.

The area is built with a mix of various housing types, including one- and two-family attached and detached homes. There is one multi-family, walkup apartment building, and three large commercial uses that are each partially within the proposed district. This area is mapped with the R6 district. Currently, 98% of the 58 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal, 91% would comply with the maximum FAR of the proposed R5B district.

Newkirk Avenue between Marlborough Road and Argyle Road: The proposed zoning would map an area one hundred feet deep, to the north of Newkirk Avenue, between Marlborough Road and Argyle Road. The proposed zoning would map one partial block, or less than 1% of the 180 block study area, with the R5B district.

The area is built with eleven one- and two-family attached homes and 1 detached home. This area is mapped with the R6 district. Currently, 100% of the twelve full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal, 100% would comply with the maximum FAR of the proposed R5B district.

East 23rd Street between Newkirk Avenue and Foster Avenue: The proposed zoning would map an area generally bounded by; Foster Avenue on the north, the midblock area west of Bedford Avenue on the east, Glenwood Road on the south, and the midblock east of Flatbush Avenue on the west. The proposed zoning would map eight full and partial blocks, or 2% of the 180 block study area, with the R5B district.

The area is built with a mix of various housing types, including one- and two-family attached (predominantly) and detached homes. There are twenty-two small, multi-family, walkup apartment buildings, one multi-family elevator apartment building and one community facility. There is one mixed use building at the corner of East 23rd Street and Stephen's Court. This area is mapped with the R6 district. Currently, 93% of the 94 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal, 78% would comply with the maximum FAR of the proposed R5B district.

South of Foster Avenue and east of Flatbush Avenue: The proposed zoning would map an area generally bounded by; the midblock areas between Cortelyou Road on the north, Bedford Avenue on the east, Clarendon Road on the South, and Flatbush Avenue on the west. The proposed zoning would map three full or partial blocks, or 2% of the 180 block study area, with the R5B district.

The area is built with a mix of various housing types, including one- and two-family attached and detached homes. There are forty-three multi-family, walkup apartment buildings, two multi-family elevator buildings, and one community facility. There are two mixed use buildings and six vacant lots within the proposed district. This area is mapped with the R6 district. Currently, 97% of the 221 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal, 82% would comply with the maximum FAR of the proposed R5B district.

South of Avenue H: The proposed zoning would map an area generally bounded by; the midblock areas between Avenue H on the north, and the Long Island Railroad cut on the south. The district would extend between one hundred feet east of Coney Island Avenue on the west and East 17th Street on the

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east. The proposed zoning would map five full or partial blocks, or 3% of the 180 block study area, with the R5B district.

The area is built with a mix of various housing types, including one- and two-family attached and detached homes. There are twenty multi-family, walkup apartment buildings, one multi-family elevator apartment building, one community facility and two vacant lots. This area is mapped with the R5 district. Currently, 68% of the 53 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal, 70% would comply with the maximum FAR of the proposed R5B district.

South Midwood: The proposed zoning would map an area generally bounded by; the midblock areas between Farragut Road on the north, East 26th Street on the east, Glenwood Road on the South, and East 24th Street on the west. The proposed zoning would map 1 partial block, or less than 1% of the 180 block study area, with the R5B district.

The area is built with a twenty-two one- and two-family attached and semi-attached homes. The area west of Bedford Avenue is mapped with the R3-2 district, while the area to the east is mapped R6. In the existing R3-2 district, 0% of the 11 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal, 100% would comply with the maximum FAR of the proposed R5B district. In the existing R6 district, 100% of the 11 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal, 82% would comply with the maximum FAR of the proposed R5B district.

Kenilworth Road: The proposed zoning would map an area generally bounded by; the midblock areas south and west of Flatbush Avenue on the north, Campus Drive on the south, and Amersfort Place on the west. The proposed zoning would map six full or partial blocks, or 3% of the 180 block study area, with the R5B district.

The area is built with a mix of various housing types, including one- and two-family attached and detached homes. There are seventeen multi-family, walkup apartment buildings, four multi-family elevator buildings, two mixed use building and two community facilities. Two lots within the proposed district are currently vacant. One large commercial building with frontage on Flatbush Avenue also extends into the proposed R5B to Kenilworth Place. This area is mapped with the R6 district. Currently, 95% of the 101 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal, 82% would comply with the maximum FAR of the proposed R5B district

The R5B district is a general residential district that allows all housing types. Buildings can be built to a maximum FAR of 1.35 for residential use and 2.0 for community facility uses. The minimum lot width for detached buildings is twenty-five feet, and eighteen feet for other building types. The minimum lot size in the R5B district is 2,375 square feet for detached buildings and 1,700 square feet for all other building types. Height regulations govern maximum building height, which is thirty-three feet, with the maximum height of the perimeter wall at thirty feet. A five foot front yard and a thirty foot rear yard are required. For detached buildings, two side yards are required to total a minimum of eight feet. For all other building types, only one side yard is required, at a minimum width of four feet. Parking is required for 66% of dwelling units.

Proposed R5D

R5 to R5D

The proposed zoning would map an area generally bounded by; Avenue H on the north, East 17th Street on the east, one hundred feet south of Avenue H on the south, and one hundred feet east of Coney Island Avenue on the west, in order to protect the mixed-use character of this neighborhood. The R5D district would also allow for limited expansion of existing building, as well as provide for opportunities for appropriately scaled new developments on vacant and underdeveloped sites. The proposed zoning would map six full or partial blocks, or 3% of the 180 block study area, with the R5D district.

The area is built with a mix of various housing types, including seven one- and two-family attached and detached homes, nine apartment buildings and twenty mixed use structures. This area is mapped with the R5 district. Currently, 26% of the 38 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal, 74% would comply with the maximum FAR of the proposed R5D district.

The R5D district is a general residential district that allows all housing types. Buildings can be built to a maximum FAR of 2.0 for residential use and 2.0 for community facility uses. Lot coverage regulations govern this district. On corner sites, 80% of the lot can be covered, while on interior sites, the maximum percent of lot coverage is 60%. The minimum lot width for detached buildings is twenty-five feet, and eighteen feet for other building types. The minimum lot size in the R5D district is 2,375 square feet for

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detached buildings and 1,700 square feet for all other building types. Height regulations govern maximum building height, which is forty feet. A five foot front yard or a front yard as deep as the neighboring property is required, as is a thirty foot rear yard. For detached buildings, two side yards are required to total a minimum of eight feet. For all other building types, only one side yard is required, at a minimum width of four feet. Parking is required for 66% of dwelling units.

Proposed R6A

R5/C2-3, R6, R6/C1-3, R6/C2-3, C4-2, R7-1, R7-1/C1-3 to R6A

The proposed zoning would map the R6A district in seven locations throughout the study area, in order to protect the medium-density apartment house character of these areas. The R6A district would also allow for limited expansion of existing buildings that are less consistent with new investment in the area, as well as provide for opportunities for appropriately scaled new developments on vacant and underdeveloped sites.

Caton Park: The proposed zoning would map an area generally bounded by; Caton Avenue on the north, midblock between Rugby Road and Argyle Road on the east, Church Avenue on the south, and Stratford Road on the west. It would also include a one hundred foot, by one hundred foot extension to the west, along Church Avenue. The proposed zoning would map four full or partial blocks, or 2% of the 180 block study area, with the R6A district.

The area is predominantly built with multi-family, walkup apartment buildings, with smaller, mixed use buildings lining Church Avenue. There are two, multi-family elevator apartment buildings, six one- and two-family homes in the district, as well as two community facilities. A cluster of six commercial buildings is located at the northeast corner of Argyle Road and Church Avenue. This area is mapped with the R6 district. Currently, 86% of the 71 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal; 86% would comply with the maximum FAR of the proposed R6A district.

Coney Island Avenue and Cortelyou Road: The proposed zoning would map an area generally bounded by; Hinckley Place on the north, one hundred feet west of Coney Island Avenue on the east, eighty feet south of Dorchester Road on the south, and Coney Island Avenue on the west. The district would also extend from Coney Island Avenue to East 17th Street along the north and south sides of Cortelyou Road. Some blocks on the north side are excluded from the proposed district, while the southern portion of the proposed district extends beyond the depth of the lots lining the corridor. The proposed zoning would map four full or partial blocks, or 2% of the 180 block study area, with the R6A district.

Coney Island Avenue is an area built with a mix of mixed-use buildings, light industry, auto uses, and multi-family walkup apartment buildings. At the southern end of the proposed district are two, large multi-family elevator apartment buildings. Cortelyou Road is a neighborhood commercial corridor lined with lower-density mixed-use buildings, with higher-density multi-family apartment buildings located south of the commercial corridor. Single-story commercial buildings can also be found throughout the corridor. Also, a number of rowhouses are located in this area, particularly on Marlborough Road and on East 16th Street. This area is mapped with the R6 district. Currently, 87% of the 193 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal, 87% would comply with the maximum FAR of the proposed R6A district.

Newkirk Plaza Area: The proposed zoning would map an area generally bounded by; one hundred feet north of Newkirk Avenue on the north, midblock between East 17th Street and East 18th Street on the east, Foster Avenue on the south, and Marlborough Road on the west. The proposed zoning would map seven full or partial blocks, or 4% of the 180 block study area, with the R6A district.

The area is predominantly built with commercial and mixed commercial-residential uses, especially in the Newkirk Plaza area surrounding the Q and B subway train stop. In the southern portion of the district, multi-family, walkup apartment buildings are the predominate land use. There is also one large multi-family, elevator apartment building, and one auto-relate use along Newkirk Avenue. This area is mapped with the R6 district. Currently, 86% of the 71 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal, 86% would comply with the maximum FAR of the proposed R6A district.

Coney Island Avenue – South of Foster Avenue: The proposed zoning would map an area generally bounded by; Foster Avenue on the north, midblock between Westminster Road and Coney Island Avenue on the east, Avenue H on the south, and Coney Island Avenue on the west. The proposed zoning would map two partial blocks, or 1% of the 180 block study area, with the R6A district.

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The area is predominantly built with mixed use, commercial and multi-family, walkup apartment buildings. There is one community facility and one commercial-only use. A vacant, former gas station is located on the northeast corner of Avenue H and Coney Island Avenue. This area is mapped with the R5 district. Currently, 11% of the 36 full or partial lots are compliant with the maximum FAR of the existing R5 district and, under the proposal; 97% would comply with the maximum FAR of the proposed R6A district.

Bedford Avenue: The proposed zoning would map an area generally bounded by; Albemarle Road on the north, Bedford Avenue on the east, Tilden Avenue on the south, and 100 feet west of Bedford Avenue on the west. The proposed zoning would map one partial block, or less than 1% of the 180 block study area, with the R6A district.

The area is predominantly built with attached, multi-family walkup buildings. There are two mixed-use structures. This area is mapped with the C4-2 district. Currently, 100% of the 18 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal; 100% would comply with the maximum FAR of the proposed R6A district.

Regent Place/Cortelyou Road/Dorchester Road Area: The proposed zoning would map an area generally bounded by; Regent Place on the north, Flatbush Avenue on the east, Dorchester Road on the south and Ocean Avenue on the west. It would extend north to south 100 feet west of Flatbush Avenue between Regent Place and Dorchester Road. The proposed zoning would map five full or partial blocks, or 3% of the 180 block study area, with the R6A district.

The area is predominantly built with multi-family, walkup apartment buildings, with some multi-family elevator apartment buildings. There are also a number of one- and two-family attached and detached homes north and south of Cortelyou Road, as well as two community facilities within the district. This area is mapped with the R6 and the R7-1 districts. In the existing R6 district, currently, 100% of the one full or partial lot is compliant with the maximum FAR of the district. In the existing R7-1 district, currently, 91% of the 57 full or partial lots are compliant with the maximum FAR of the district. Under the proposal, 91% of the 58 full or partial lots would comply with the maximum FAR of the proposed R6A district.

Dorchester Road Area: The proposed zoning would map an area generally bounded by; Dorchester Road on the north, Flatbush Avenue on the east, Ditmas Avenue on the south and Ocean Avenue on the west. It would extend north to south 100 feet west of Flatbush Avenue between Dorchester Road and Ditmas Avenue. The proposed zoning would map two full or partial blocks, or 1% of the 180 block study area, with the R6A district.

The area is predominantly built with multi-family, walkup apartment buildings, with some multi-family elevator apartment buildings. This area is mapped with the R6 district. Currently, 79% of the 14 full or partial lots are compliant with the maximum FAR of the district. Under the proposal, 91% of the full or partial lots would comply with the maximum FAR of the proposed R6A district.

Cortelyou Road – East of Flatbush Avenue: The proposed zoning would map an area generally bounded by; Cortelyou Road on the north, Bedford Avenue on the east, Avenue D on the south, and Flatbush Avenue on the west. It would include areas along these major streets, and not the interiors of these blocks, which are proposed to be mapped with R5B. The proposed zoning would map nine full or partial blocks, or 5% of the 180 block study area, with the R6A district.

The area is predominantly built with residential uses including; multi-family, walkup apartment buildings, one- and two-family attached homes, and one multi-family elevator apartment building. There are four commercial properties in the district, one of which is the supermarket on Clarendon Road. Two community facilities are also located here. A number of vacant properties are located along Clarendon Road and Bedford Avenue. There is one other vacant lot in the southern portion of the proposed district, located between Bedford Avenue and East 23rd Street. This area is mapped with the R6 and C4-2 districts. Currently, 80% of the 94 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal, 80% would comply with the maximum FAR of the proposed R6A district.

East of the Junction: The proposed zoning would map an area generally bounded by; Glenwood Road on the north, East 32nd Street on the east, Avenue H on the south, and East 31st Street on the west. The proposed zoning would map two full or partial blocks, or 1% of the 180 block study area, with the R6A district.

The area is predominantly built with five, large, multi-family, elevator apartment buildings. There are a small number of multi-family, walkup apartment buildings and twelve on- and two-family attached and

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detached homes. There is one community facility and one large commercial use. Glenwood Road is lined with mixed-use buildings. This area is mapped with the R6 district. Currently, 83% of the 30 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal; 83% would comply with the maximum FAR of the proposed R6A district.

The R6A district is a general residential district that allows all housing types. Buildings can be built to a maximum FAR of 3.0 for residential use and 3.0 for community facility uses. Lot coverage regulations govern this district. On corner sites, 80% of the lot can be covered, while on interior sites, the maximum percent of lot coverage is 60%. Height regulations govern maximum building height, which is seventy feet, with the maximum height of the perimeter wall at forty feet. A thirty foot deep rear yard is required. Parking is required for 50% of dwelling units, but waived if five or fewer spaces are required.

Proposed R6B

R6, R6/C2-3, C4-2, R7-1, R7-1/C1-3 to R6B

The proposed zoning would map the R6B district in six locations throughout the study area, in order to protect the prevailing medium-density, rowhouse character of these areas. The R6B district would also allow for limited expansion of existing buildings, as well as provide for opportunities for appropriately scaled new developments on vacant and underdeveloped sites.

Coney Island Avenue: The proposed zoning would map an area generally bounded by; Caton Avenue on the north, Stratford Road on the east, Church Avenue on the south, and Coney Island Avenue on the west. The proposed zoning would map two partial blocks, or 1% of the 180 block study area, with the R6B district.

The area is predominantly built with one- and two-family attached rowhouses. There are eight multi-family, walkup apartment buildings and one multi-family elevator apartment building. There is one commercial building, located at East 10th Street and Church Avenue. This area is mapped with the R6 district. Currently, 95% of the 61 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal; 92% would comply with the maximum FAR of the proposed R6B district.

St. Paul's Place: The proposed zoning would map an area generally bounded by; Woodruff Avenue on the north, midblock between Ocean Avenue and St. Paul's Place on the east, 100 feet south of Crooke Avenue on the south, and St. Paul's Place on the west. The proposed zoning would map two partial blocks, or 1% of the 180 block study area, with the R6B district.

The area is predominantly built with one- and two-family attached and detached rowhouses. There are seven multi-family, walkup apartment buildings and one multi-family, elevator apartment building. This area is mapped with the R7-1 district. Currently, 95% of the 21 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal; 90% would comply with the maximum FAR of the proposed R6B district.

Woodruff Avenue: The proposed zoning would map an area generally bounded by; Parkside Avenue on the north, Flatbush Avenue on the east, 100 feet south of Woodruff Avenue on the south, and 100 feet east of Ocean Avenue. The proposed zoning would map two partial blocks, or 1% of the 180 block study area, with the R6B district.

The area is predominantly built with seven, one- and two-family attached rowhouses. There are five multi-family, walkup apartment buildings and one multi-family, elevator apartment building. There is one mixed-use apartment building and one community facility. This area is mapped with the R7-1 district. Currently, 100% of the 14 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal; 95% would comply with the maximum FAR of the proposed R6B district.

Lenox Road: The proposed zoning would map an area generally bounded by; Clarkson Avenue on the north, midblock between Bedford Avenue and Flatbush Avenue on the east, Caton Avenue on the south, and 100 feet from Flatbush Avenue on the west. The proposed zoning would map two partial blocks, or 1% of the 180 block study area, with the R6B district.

The area is predominantly built with one- and two-family attached homes and small, multi-family walkup apartment buildings. There is a large vacant parcel in the center of the block that is accessible by a narrow stretch of land connecting it to Lenox Road. This area is mapped with the R7-1 district. Currently, 100% of the 25 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal; 100% would comply with the maximum FAR of the proposed R6B district.

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Martense Street: The proposed zoning would map an area generally bounded by; Linden Boulevard on the north, midblock between Bedford Avenue and Flatbush Avenue on the east, Church Avenue on the south, and Flatbush Avenue on the west. The proposed zoning would map three partial blocks, or 1% of the 180 block study area, with the R6B district.

The area is predominantly built with one- and two-family attached homes and multi-family, walkup apartment buildings. There is one community facility, a branch of the Brooklyn Public Library. This area is mapped with the R7-1 district. Currently, 97% of the 36 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal; 94% would comply with the maximum FAR of the proposed R6B district.

Beverly Road – East of Flatbush Avenue: The proposed zoning would map an area generally bounded by; Duryea Place on the north, Bedford Avenue on the east, Cortelyou Road on the south, and Flatbush Avenue on the west. The proposed zoning would map four partial blocks, or 2% of the 180 block study area, with the R6B district.

The area is predominantly built with one- and two-family attached rowhouses, and two multi-family buildings. There is one mixed-use building, one commercial building, and one community facility. There is one commercial building, located at East 10th Street and Church Avenue. This area is mapped with the C4-2 district. Currently, 100% of the 48 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal; 96% would comply with the maximum FAR of the proposed R6B district.

The R6B district is a general residential district that allows all housing types. Buildings can be built to a maximum FAR of 2.0 for residential use and 2.0 for community facility uses. Lot coverage regulations govern this district. On corner sites, 80% of the lot can be covered, while on interior sites, the maximum percent of lot coverage is 60%. Height regulations govern maximum building height, which is fifty feet, with the maximum height of the perimeter wall at forty feet. A thirty foot deep rear yard is required. Parking is required for 50% of dwelling units, but waived if five or fewer spaces are required.

Proposed R7A

R3-2, R4, R6, R6/C1-3, R6/C2-3, R7-1, R7-1/C1-3 to R7A

The proposed zoning would map the R7A district in six locations throughout the study area, in order to protect the prevailing medium-density, apartment house character of these areas. The R7A district would also allow for limited expansion of existing buildings, as well as provide for contextual height limits, and incentives for affordable housing construction, in Inclusionary Housing program areas.

Coney Island Avenue – North: The proposed zoning would map an area generally bounded by; Caton Avenue on the north, 100 feet west of Coney Island Avenue on the east, Hinckley Place on the south, and Coney Island Avenue on the west. The proposed zoning would map four full or partial blocks, or 2% of the 180 block study area, with the R7A district.

The area is predominantly built with commercial and mixed-use uses, with one institutional use located on Albemarle Road. One multi-family, elevator apartment building is located 100 feet east of Coney Island Avenue, between Turner Place and Hinckley Place. A parking lot is located at the intersection of Coney Island Avenue and Albemarle Road. A vacant site is located at the intersection of Coney Island Avenue and Hinckley Place. This area is mapped with the R6 district. Currently, 88% of the 24 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal; 92% would comply with the maximum FAR of the proposed R7A district. This area, in its entirety, would be included in the Inclusionary Housing program.

Coney Island Avenue - South: The proposed zoning would map an area generally bounded by; Ditmas Avenue on the north, Rugby Road on the east, Foster Avenue on the south, and Coney Island Avenue on the west. The proposed zoning would map five full or partial blocks, or 3% of the 180 block study area, with the R7A district.

The area is predominantly built with a mix of multi-family elevator and walkup apartment buildings. Mixed-use, commercial and residential, uses line Newkirk Avenue from Stratford Road to Newkirk Plaza. Commercial and mixed-uses also line Coney Island Avenue from Foster Avenue to Newkirk Avenue. An institutional use is located at the corner of Coney Island Avenue and Newkirk Avenue. A gas station is located at the corner of Coney Island Avenue and Foster Avenue. This area is mapped with the R6 district. Currently, 65% of the 43 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal; 84% would comply with the maximum FAR of the proposed R7A district. This area, in its entirety, would be included in the Inclusionary Housing program.

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Ocean Avenue Area – Flatbush Avenue area: The proposed zoning would map an area generally bounded by; Parkside Avenue on the north, Bedford Avenue on the east, the Long Island Railroad tracks on the south, and East 16th Street on the west. The proposed zoning would map seventy-five full or partial blocks, or 42% of the 180 block study area, with the R7A district.

The area is predominantly built with a mix of multi-family elevator and walkup apartment buildings. Scattered one- and two-family homes are located throughout the district. Commercial and mixed-uses are the predominate use along Flatbush Avenue, along Church Avenue from East 17th Street to Flatbush Avenue, and along Parkside Avenue between Ocean Avenue and Flatbush Avenue. Ocean Avenue is lined with multi-family apartment buildings with small landscaped yards. A number of large churches and other community facilities are located throughout the proposed district. Three multi-family apartment buildings are currently under construction along Ocean Avenue. This area is mapped with several districts, including the R3-2, R4, R6, C4-3, and R7-1 districts.

In the existing R3-2 district, 0% of the 5 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal; 100% would comply with the maximum FAR of the proposed R7A district. In the existing R4 district, 0% of the 4 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal; 75% would comply with the maximum FAR of the proposed R7A district. In the existing R6 district, 82% of the 337 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal; 94% would comply with the maximum FAR of the proposed R7A district. In the existing C4-3 district, 97% of the 59 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal; 100% would comply with the maximum FAR of the proposed R7A district. In the existing R7-1 district, 64% of the 627 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal; 75% would comply with the maximum FAR of the proposed R7A district. Portions of the district currently zoned R6 or C4-3 would be included in the Inclusionary Housing program.

Nostrand Avenue Corridor: The proposed zoning would map an area generally bounded by; Foster Avenue on the north, Nostrand Avenue on the east, Glenwood Road on the south, and 100 feet east of Nostrand Avenue on the west. The proposed zoning would map two full or partial blocks, or 1% of the 180 block study area, with the R7A district.

The area is predominantly built with a mix of uses. Predominantly, this corridor consists of mixed-use buildings interspersed with multi-family walkup and elevator apartment buildings. A large, one story commercial building sits at the intersection of Foster Avenue and Nostrand Avenue. There are six one- and two-family homes that do not contain commercial uses on the ground floor. There are also three community facilities in the district, one of which is a large, mostly vacant parking lot. This area is mapped with the R6 district. Currently, 91% of the 46 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal; 93% would comply with the maximum FAR of the proposed R7A district. This area, in its entirety, would be included in the Inclusionary Housing program.

Amersfort Place Area: The proposed zoning would map an area generally bounded by; Farragut Road on the north, Amersfort Place on the east, Campus Drive on the south, and East 26th Street on the west. The district continues as far west as Bedford Avenue for 100 feet north of Glenwood Road. The proposed zoning would map five full or partial blocks, or 3% of the 180 block study area, with the R7A district.

The area is predominantly built with large, elevator apartment buildings. There is a six story community facility located along Campus Drive. In the northern part of the proposed district, there are five attached, one- and two-family homes, and two detached homes. This area is mapped with the R6 district. Currently, 38% of the 21 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal; 52% would comply with the maximum FAR of the proposed R7A district. This area, in its entirety, would be included in the Inclusionary Housing program.

The R7A district is a general residential district that allows all housing types. Buildings can be built to a maximum FAR of 4.0 for residential use and 4.0 for community facility uses. Lot coverage regulations govern this district. On corner sites, 80% of the lot can be covered, while on interior sites, the maximum percent of lot coverage is 65%. Height regulations govern maximum building height, which is eighty feet, with the maximum height of the perimeter wall at sixty-five feet. A thirty foot deep rear yard is required. Parking is required for 50% of dwelling units, unless the zoning lot is 10,000 square feet or less, and then parking is required for 30% of dwelling units.

The related zoning text amendment to permit an Inclusionary Housing bonus in this area creates incentives for the development and preservation of affordable housing (see “Zoning Text Amendment”)

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section below. Developments in all proposed R7A districts within the Inclusionary Housing areas would have a minimum base FAR of 3.45 that could be increased up to 4.6 with the provision of affordable housing. The R7A contextual height limits would apply to all new developments.

Proposed C4-4A

C4-2, C4-3 to C4-4A

The proposed zoning would map the C4-4A district in two locations throughout the study area, in order to protect the prevailing medium-density, commercial and mixed-use character of these areas. The C4-4A district would also allow for limited expansion of existing buildings, as well as provide for contextual height limits, and incentives for affordable housing construction, in the Inclusionary Housing program.

Church Avenue: The proposed zoning would map an area generally bounded by; 100 feet north of Church Avenue on the north, Bedford Avenue on the east, Cortelyou Road on the south, and 100 feet east of Flatbush Avenue on the west. The proposed zoning would map eleven full or partial blocks, or 6% of the 180 block study area, with the C4-4A district.

The area is predominantly built with commercial and mixed uses. Predominantly, the proposed district consists of the Church Avenue and Flatbush Avenue commercial corridors. A large number of one-story commercial buildings and three story mixed-use buildings line both corridors. There are also a number of community facility uses, including a U.S. Post Office, Erasmus Hall High School, Flatbush Town Hall, P.S. 6, P.S.90 (a vacant landmark) and a number of churches. Two vacant lots are located in the proposed district. One is located on Church Avenue, and the other is located on Snyder Avenue. This area is mapped with the C4-2 district. Currently, 94% of the 126 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal; 98% would comply with the maximum FAR of the proposed C4-4A district. This area, in its entirety, would be included in the Inclusionary Housing program.

The Junction: The proposed zoning would map an area generally bounded by; Glenwood Road on the north, East 31st Street on the east, Avenue H on the south, and Hillel Place on the west. The proposed zoning would map six full or partial blocks, or 3% of the 180 block study area, with the C4-4A district.

The area is predominantly built with commercial and mixed uses. Predominantly, the proposed district consists of The Junction commercial area. A large number of one-story commercial buildings and three story mixed-use buildings line the streets. A two-story community facility is located at the corner of Hillel Place and Campus Drive. This area is mapped with the C4-3 district. Currently, 97% of the 60 full or partial lots are compliant with the maximum FAR of the existing district and, under the proposal; 100% would comply with the maximum FAR of the proposed C4-4A district. This area, in its entirety, would be included in the Inclusionary Housing program.

The C4-4A district is a general commercial district that allows regional and local commercial uses, as well as all housing types. Buildings can be built to a maximum FAR of 4.0 for commercial use, 4.0 for residential use and 4.0 for community facility uses. Lot coverage regulations govern this district. On corner sites, 80% of the lot can be covered, while on interior sites, the maximum percent of lot coverage is 60%. Height regulations govern maximum building height, which is fifty feet, with the maximum height of the perimeter wall at forty feet. A thirty foot deep rear yard is required. Parking is required for 50% of dwelling units on large lots and 30% on smaller lots. Parking is waived on lots of less than 10,000 SF.

The related zoning text amendment to permit an Inclusionary Housing bonus in this area creates incentives for the development and preservation of affordable housing (see "Zoning Text Amendment") section below. Developments in all proposed C4-4A districts within the Inclusionary Housing areas would have a minimum base FAR of 3.45 that could be increased up to 4.6 with the provision of affordable housing. The C4-4A contextual height limits would apply to all new developments.

C2-4 Commercial Overlays

C2-4 Commercial overlays are proposed to be mapped along the neighborhood's commercial corridors.

C1-3 overlays currently mapped along; Church Avenue, Cortelyou Road, Newkirk Plaza, Nostrand Avenue, and Flatbush Avenue, from Parkside Avenue to Church Avenue and from Cortelyou Road to Newkirk Avenue, are proposed to be replaced with C2-4 overlays mapped to a depth of 100 feet. Currently, many C1-3 overlays are mapped to 150 feet. The 100 foot depth would reflect the existing built conditions of these commercial corridors, and the C2-4 district would allow for expanded types of local retail uses.

C2-3 overlays currently mapped along Coney Island Avenue, and Flatbush Avenue south of Stephens Court, are proposed to be replaced with C2-4 overlays mapped to a depth of 100 feet. Currently, many

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C1-3 overlays are mapped to 150 feet. The 100 foot depth would reflect the existing built conditions of these commercial corridors, and the C2-4 district would allow for expanded types of local retail uses.

New C2-4 overlays are proposed to be added to various existing commercial areas throughout the study area. The first such area is the south side of Parkside Avenue, from Ocean Avenue to Flatbush Avenue. An overlay is proposed to be added on the north side of Cortelyou Road, between Stratford Road and Westminster Road to reflect the existing, empty ground floor space in a newly constructed building. An overlay is proposed to be added along Coney Island Avenue, between Newkirk Avenue and Foster Avenue to reflect existing commercial uses. Similarly, overlays are proposed to be added at Dorchester Road and Flatbush Avenue, and at Avenue H and Flatbush Avenue, in order to reflect existing commercial uses. Overlays would be added along Avenue H

The proposed C2 commercial overlay districts have the same 2.0 FAR but provide for a slightly broader range of commercial retail and service uses than the existing C1 districts. In addition, the proposed C2-4 districts would reduce the parking requirements for most commercial uses from the C1-3 and C2-3 requirement of one parking space for every 400 square feet of commercial space to one space per 1,000 square feet in developments with more than 40,000 square feet of commercial floor area.

Zoning Text Amendments

Inclusionary Housing Program

The Flatbush rezoning proposal applies the Inclusionary Housing program to some of the proposed R7A districts and the C4-4A districts within the study area, establishing incentives for the creation and preservation of affordable housing in conjunction with new development (Figure X). The Inclusionary Housing bonus proposed is consistent with the bonus established for contextual developments under the recently adopted Fort Greene/Clinton Hill and Bedford Stuyvesant rezonings, and promotes affordable units in both rental and condominium developments. The incentives target affordable housing to a range of income levels.

Under the Inclusionary Housing program, a development providing affordable housing are eligible for a floor area bonus, within contextual height limit and bulk regulations tailored to this area. Affordable units can be provided either on-site or off-site, or by acquiring and preserving existing housing at affordable rents. Off-site affordable units must be located within the same community district or within a half-mile of the bonus-ed development. Available city, state, and federal housing finance programs may be used to finance affordable units. The combination of a zoning bonus with housing programs would establish a powerful incentive for the development and preservation of affordable housing in the neighborhoods of Flatbush.

The Inclusionary Housing Text Amendment (CEQR No. 09DCP046Y), recently referred out for public review on February 17, 2009, would apply to all areas where the Inclusionary Housing program applies within the City, including within the proposed rezoning area. The principal effects of the text amendment in inclusionary housing designated areas are to promote affordable home ownership, modify certain administrative and technical provisions, and clarify existing zoning text provisions in the Inclusionary Housing program. The text amendment would not change the number or location of affordable units as described under the proposed actions, and additional analysis is not required.

Quality Housing Study Areas

Section 23-011 of the New York City Zoning Resolution specifies Quality Housing Study Areas in several locations throughout the city. In Community District 14, there are two such areas, one in the study area, and the other in the previously concluded Midwood Rezoning study area.

Under the proposal, the "Ocean Parkway Area Quality Housing Study Area" and the portion of the "Midwood Quality Housing Study Area" in Community District 14 would be removed from the zoning text. Zoning studies have been completed in both of these areas, and therefore, the provisions of the Quality Housing Study Area are no longer relevant.

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