



Boerum Hill Rezoning - Approval!

Overview

Update September 21, 2011:

On September 21, 2011 the City Council adopted the Boerum Hill Rezoning. The zoning map changes are now in effect.

The Department of City Planning proposes zoning map changes for an approximately 31-block area in the Boerum Hill neighborhood of Brooklyn's Community District 2. The proposal has been developed after extensive consultation with the Boerum Hill Association, Community Board 2, local elected officials and neighborhood residents.

The rezoning area includes all or part of the blocks bounded by Atlantic Avenue to the north, 4th Avenue to the east, Warren and Wyckoff streets to the south, and Court Street to the west. The areas proposed to be rezoned are currently zoned R6 and R7B. The current R6 zoning permits construction of lower apartment buildings, and has resulted in buildings that are inconsistent with the typical character of the Boerum Hill neighborhood. The R7B zoning is mapped in some areas where it would allow development larger than the existing rowhouse character. Recent and proposed developments, including large community facility buildings, seven-story apartment buildings, and building additions on otherwise low-scale blocks, do not reflect the predominant existing rowhouse context and erode the character of the neighborhood.

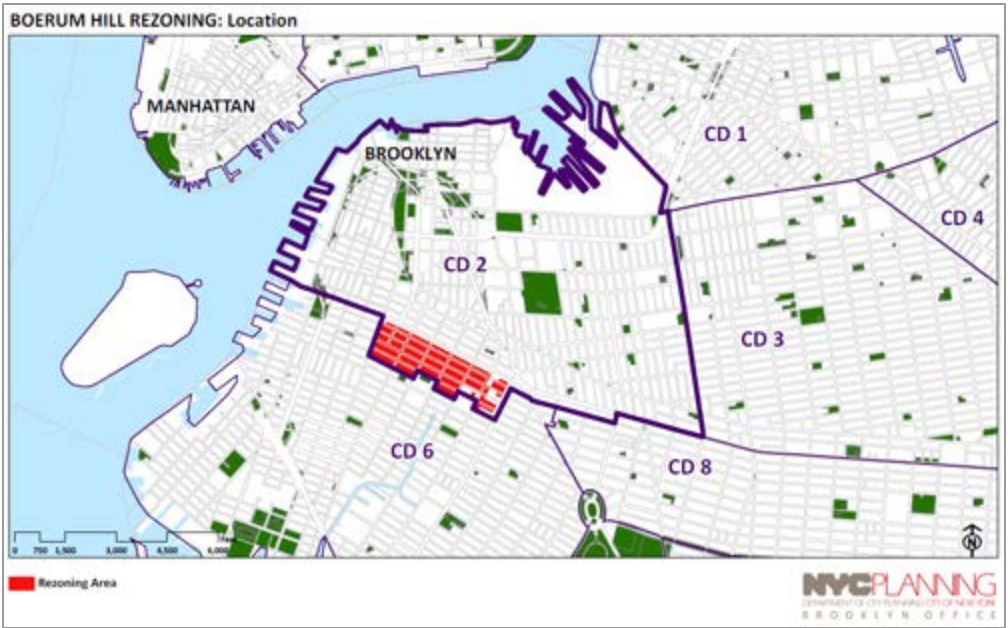


[View the presentation](#)

The proposal would rezone the area from the existing R6 and R7B zoning districts to R6B, R6A and R7A contextual zoning districts. These contextual zoning districts reflect existing building forms and uses and would protect the character and scale of the neighborhood while allowing for appropriate development. The proposal would also refine commercial overlays on many of the thoroughfares to more closely tailor them to the existing distribution of mixed uses, bringing existing establishments into conformance, and preventing the encroachment of commercial uses onto residential mid-blocks.

The rezoning seeks to:

- Respond to the Boerum Hill community's request for contextual rezoning that prevents out of scale development and applies height limits throughout the rezoning area;
- Allow for building improvements and limited appropriate development;
- Match new zoning to existing built character and land uses; and
- Support commercial corridors along Court and Smith streets and 3rd Avenue.



[View a larger image](#)

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Existing Context & Zoning

Neighborhood Character

Boerum Hill is a predominantly residential neighborhood characterized by 3- and 4-story rowhouses. Between Smith and Court streets and near 3rd Avenue are a number of larger 4- and 5-story multi-family apartment buildings and loft buildings. Smith and Court streets, the local retail corridors, are characterized largely by 3- and 4-story mixed use buildings that contain ground floor commercial and community facility uses with residential above.


The Boerum Hill rezoning area is part of the area formerly known as both South Brooklyn and Gowanus. In the 1960s, this section of South Brooklyn was named after the Boerum family, members of which were prominent area land owners in the eighteenth century. The Boerum family also gave its name to Boerum Place in the western portion of the rezoning area. Significant development in the rezoning area started in the 1840s, following the incorporation of the City of Brooklyn in 1834 and the opening of the South Ferry route from Manhattan to Atlantic Avenue in 1836. Development picked up later in the 19th Century, and many of the rowhouses in the area date to the late 1860s and early 1870s. In the early 20th Century, larger apartment buildings, warehouses, factories and garages were built in the neighborhood, particularly between Smith and Court Streets and near 3rd Avenue. By the 1960s, a number of the neighborhood's rowhouses had been converted into boarding houses and *multi-family buildings*. More recent renovations have turned those buildings back into one to three family buildings, which are the predominant land use today.



Rowhouses on Bergen Street



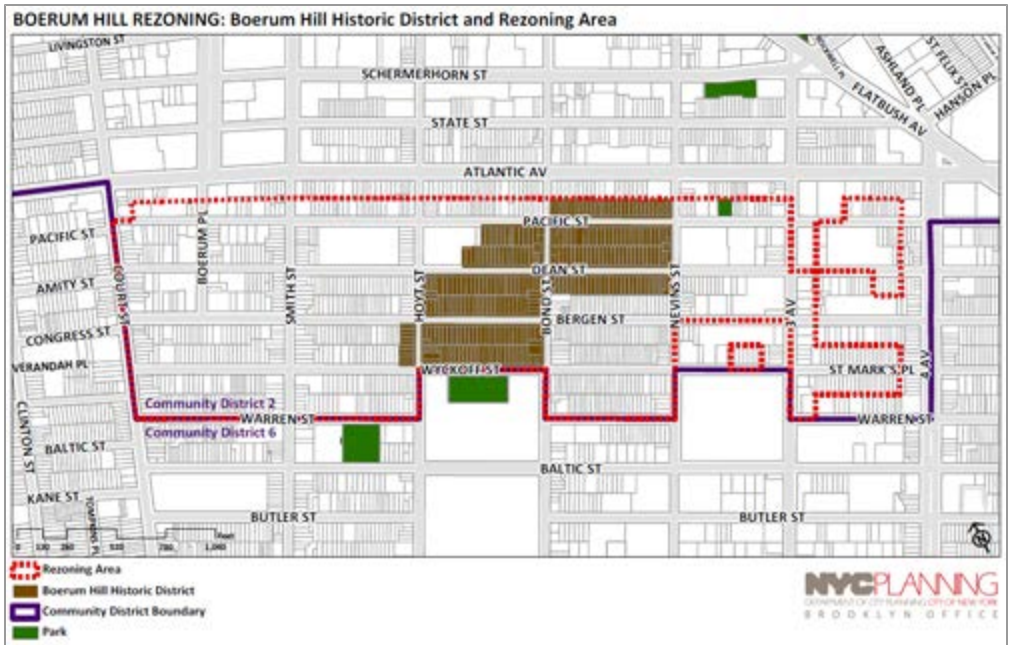
Rowhouses on Pacific Street

The  [Boerum Hill Historic District](#), covering seven full and partial blocks in the middle of the neighborhood, was designated in 1973. In the last fifteen years, the Boerum Hill neighborhood has seen significant investment in rehabilitating the existing housing stock and with new businesses moving into the neighborhood's commercial corridors. During this period, Smith and Court streets and Atlantic Avenue, just north of the rezoning area, became shopping and eating destinations.

The F and G subway lines run underneath Smith Street and stop at the Bergen Street Station in the heart of the study area. The Atlantic Avenue-Pacific Street station, with entrances near the study area at 4th Avenue and Pacific Street, provides service to nine subway lines and the Long Island Railroad. Bus service is provided by the B57 bus on Smith and Court Streets, the B65 bus on Bergen Street and Atlantic Avenue, and the B103 bus on 3rd and 4th Avenues. Recent development in Boerum Hill has consisted of residential, community facility and mixed use structures, and has included both additions to existing buildings and construction of new buildings. Recent development under the existing R6 zoning regulations has produced buildings that are out of scale or character with the rowhouses in the neighborhood. The proposed action would map *contextual zoning districts* that would establish height and *bulk* regulations in order to ensure that future development reflects the character of the area, while allowing for appropriate development on the few vacant and underdeveloped sites in the area.

The proposed action would also refine *commercial overlays* on many of the thoroughfares to more closely tailor them to the existing distribution of commercial uses, bring existing establishments into conformance, and prevent the spread of

commercial uses onto residential midblocks where such uses would threaten existing character.



[View a larger image](#)

Existing Context and Zoning



Residential Rowhouse Context
-Rowhouses on Bond Street, Existing R6, Proposed R6B



Residential Rowhouse Context -
Rowhouses on Dean Street, Existing R6, Proposed R6B



Community Facilities Context -
Community Facility on Bergen Street, Existing R6, Proposed R6A/C2-4



Commercial Corridors -
Mixed Use on Court Street, Existing R6/C2-3, Proposed R6A/C2-4

The study area is currently zoned R6, with the exception of the area between 3rd and 4th Avenues, which is zoned R7B. C1-3 and C2-3 commercial overlays are also mapped along Smith Street, Court Street and parts of Pacific Street, Hoyt Street and Boerum Place. [View the zoning comparison chart.](#)

The R6 zoning district, which dates to 1961, currently covers all or part of the 31 blocks in the rezoning area (93% of the rezoning area). Residential and community facility uses (Use Groups 1-4) are permitted in R6 zoning districts, with no height limits and a maximum *floor area ratio (FAR)* of 2.43 for residential uses and 4.8 for buildings containing community facility uses. *Building envelopes* for buildings developed under the *height factor* have no set height limit and are regulated by the *sky exposure plane*. Off-street parking is required for 70% of the *dwelling units*. Developers may utilize the optional *Quality Housing program* which permits up to 2.2 FAR with a maximum *building height* of 55 feet on *narrow streets* (75 feet in width or less), and up to 3.0 FAR with a height limit of 70 feet on *wide streets* (greater than 75 feet in width). Under Quality Housing regulations off-street parking is required for 50% of the dwelling units. R6 parking regulations allow developments that would be required to provide five or fewer parking spaces to waive parking requirements.

R7B

The R7B zoning district is mapped on parts of five blocks between 3rd and 4th Avenues: both sides of St. Mark's Place, Pacific Street and Dean Street (7% of the rezoning area.) These blocks are part of a larger area that was rezoned in 1991 as part of the Park Slope North rezoning. R7B is a typical row house district that includes height limits and *street wall* lineup provisions to ensure new buildings are consistent with the scale of the existing built context. R7B permits residential and community facility uses to a maximum FAR of 3.0. Building heights are limited to 60 feet at the street, with a 70 foot maximum building height after a *setback* (10 feet on a wide street, 15 feet on a narrow street). New development in the R7B district is required to line up with adjacent structures to maintain the existing street wall characteristics. New multifamily residences must provide one off-street parking space for 50% of dwelling units, which may be waived if 5 or fewer spaces would be required.

C1-3 and C2-3 Commercial Overlays

C2-3 commercial overlays are currently mapped within 150 feet of Court Street, as well as along portions of Pacific Street and Boerum Place. C1-3 commercial overlays are mapped within 150 feet of Smith Street south of Pacific Street, and along one block of Hoyt Street. Together, these commercial overlays cover portions of 13 blocks. All of the commercial overlays date to 1961, with the exception of the C2-3 district along Boerum Place between Pacific and Dean Streets, which was mapped in 1987. C1 overlays permit basic small-scale retail shops and offices (Use Groups 1-6). C2 overlays permit a slightly broader range of service uses, such as funeral homes and repair shops (Use Groups 1-9 and 14). C1 and C2 overlays have a maximum FAR of 2.0 when mapped in R6 districts, though commercial uses are limited to the first floor when residences are located above. Most commercial uses within C1-3 and C2-3 overlays are required to provide one off-street parking space for each 400 square feet of commercial space, with a waiver for uses requiring less than 25 spaces.



[View a larger image](#)

Existing R7B, Proposed R6B



Apartment Buildings on Wyckoff Street, Existing R6, Proposed R6B

R6, Proposed R6B



Rowhouses on Hoyt Street, Existing R6, Proposed R6B

R6A

R6A is proposed for approximately 28% of the study area (16 full or partial blocks). R6A would be mapped on mixed-use corridors and streets characterized by taller or denser buildings that more closely match the R6A building envelope. C2-4 commercial overlays would be mapped in much of the proposed R6A district to promote ground-floor retail.

R6A provisions require height limits and street wall lineup provisions to ensure that new development would be in context with the scale of existing buildings. R6A permits residential and community facility uses to an FAR of 3.0. Building heights are limited to 60 feet at the street and 70 feet overall after a 10- to 15-foot setback from the street, producing six- to seven-story buildings. New structures in R6A districts are required to line up with adjacent structures to maintain the existing street wall. Off-street parking is required for 50% of new residential units.



Apartment Buildings on Dean Street, Existing R6, Proposed R6A



Apartment Buildings on Pacific St., Existing R6, Proposed R6A

R7A

R7A is proposed for 3rd Avenue (6 partial blocks, or approximately 5% of the study area.) R7A on 3rd Avenue would extend the current R7A zoning district mapped along sections of 3rd Avenue adjacent to the study area, providing a consistent character for the street. R7A would allow for development of vacant sites along 3rd Avenue providing for housing growth in a transit-rich location a block from the Atlantic Terminal LIRR and Atlantic Ave/Pacific Ave subway stations.

R7A is an apartment house district with height limits and street wall lineup provisions. R7A permits residential and community facility uses with a maximum FAR of 4.0. Height is limited to 65 feet at the street and 80 feet after a 10- or 15-foot setback, producing six- to eight-story buildings. One parking space is required for 50% of new residential units.



Office Building at 3rd Avenue and Dean Street, Existing R6, Proposed R7A/C2-4



Mixed Use on 3rd Avenue, Existing R6, Proposed R7A/C2-4

C2-4 Commercial Overlay

C2-4 commercial overlay districts are proposed to be mapped in locations where C1-3 and C2-3 districts exist today, within 100 feet of Smith Street and Court Street, as well as along portions of Hoyt Street, Pacific Street and Boerum Place. In addition, new C2-4 commercial overlay districts are proposed to be mapped on the north side of Bergen Street between Smith and Court streets and along 3rd Avenue, in order to reflect the existing commercial and mixed-use character of those streets. Overall, the C2-4 commercial overlay district is proposed for parts of 19 blocks, 13% of the rezoning area.

While the existing C1-3 and C2-3 commercial overlay districts are typically mapped to a depth of 150 feet, the proposed C2-4 districts would be mapped to a depth of 100 feet along most streets, and 50 feet along Hoyt Street. This action would protect against the intrusion of commercial uses onto residential side streets.

The proposed C2-4 commercial overlay districts have the same 2.0 maximum FAR for commercial use as the existing C1-3 and C2-3 commercial overlay districts, but allow a slightly broader range of commercial, retail and service uses than are permitted in the existing C1-3 districts. For general commercial uses, one off-street parking space is required for every 1,000 square feet of such use, and up to 40 spaces may be waived.



Mixed Use on Smith Street, Existing R6/C2-3, Proposed R6A/C2-4



Loft buildings on Bergen Street, Existing R6, Proposed R6A/C2-4

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Public Review

On March 28, 2011, the Department of City Planning certified [Uniform Land Use Review \(ULURP\)](#) application (C 110252 ZMK) for the Boerum Hill rezoning.

Milestones	Target Dates
Department of City Planning Certification	March 28, 2011 -  View the presentation
Community Board 2 Public Hearing	April 20, 2011
Community Board 2 Approval	May 11, 2011
Brooklyn Borough Public Hearing	May 26, 2011
Borough President Approval	May 26, 2011
City Planning Commission Hearing	July 13, 2011
City Planning Commission Approval ( Read the CPC Report)	August 10, 2011
City Council Public Hearing	September 6, 2011
City Council Review Approval	September 21, 2011

For more information, contact the Brooklyn Office of the Department of City Planning at (718) 780-8280.

Related Notes

-  Items accompanied by this symbol require the [free Adobe Acrobat Reader](#).
- Brief explanations of terms in *green italics* can be viewed by [visiting glossary page](#). Words and phrases followed by an asterisk (*) are defined terms in the Zoning Resolution, primarily in Section 12-10. Consult the Zoning Resolution for the official and legally binding definitions of these words and phrases.