Brooklyn Borough President Recommendation
CITY PLANNING COMMISSION
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INSTRUCTIONS
1. Return this completed form with any attachments to the Calendar Information Office, City Planning Commission, Room 2E at the above address.
2. Send one copy with any attachments to the applicant's representatives as indicated on the Notice of Certification.

APPLICATION #: 120384 ZRK
Downtown Brooklyn Parking Text Amendment

In the matter of applications submitted by the Department of City Planning pursuant to Sections 197-c and 201 of the New York City Charter for an amendment of the Zoning Text to the Special Downtown Brooklyn District to a) remove accessory parking requirements for affordable housing units; b) reduce accessory parking requirements for market-rate housing units; and, c) provide greater flexibility for public parking garages.

COMMUNITY DISTRICT NO. 2
BOROUGH OF BROOKLYN

RECOMMENDATION

☐ APPROVE
☒ APPROVE WITH MODIFICATIONS/CONDITIONS

☐ DISAPPROVE
☐ DISAPPROVE WITH MODIFICATIONS/CONDITIONS

BOROUGH PRESIDENT

August 13, 2012
DATE
The proposed text amendment to amend the Special Downtown Brooklyn District (SDBD) Zoning text would reduce parking requirements for new market-rate housing to better match current demand by Downtown Brooklyn residents. The amendment would also remove parking requirements for affordable housing to encourage the development of affordable housing units in mixed income buildings. It would also provide more options for the location of off-street parking and the use of accessory parking garages in Downtown Brooklyn, while also providing design controls to reduce pedestrian vehicle conflicts. Below-grade public parking garages would be allowed to be constructed as-of-right when not exceeding 225 parking spaces. Garage entry standards would address on-street congestion by promoting pedestrian safety through requiring stop signs and speed bumps at exits, and enhancing streetscapes. For public parking above-grade, the special zoning permit would ensure that such garages are compatible through use of materials and articulation in the context of the surrounding area. Additionally, standards for automated garages would be established.

Public Hearing
On July 25, 2012 the Borough President held a public hearing on the proposed actions. The Borough President made mention of that parking usage studied for this proposal did not take into account the opening of the arena and its residential component, as well as the new cultural buildings. With a number of hotels also still in the planning stages, the Borough President expressed optimism that the figures used to represent parking utilization will hold true moving forward. The representative for the Department of City Planning (DCP) responded that excess capacity exists today and that it is expected for two-thirds of the public garages to remain.

Six speakers presented testimony which expressed the views of many who have or will be developing in Downtown Brooklyn. Many of the speakers testified that some action should be taken to address the mismatch between residential usage of parking and zoning requirements. Overall support was given for the proposal in light of the current parking utilization in the Downtown. During public testimony, it was remarked that making these actions retroactive should be part of the proposal. It was further suggested that through retroactive allowance the ability to convert unused and underutilized parking areas in existing buildings into useful and productive spaces can be a benefit the community.

Consideration
It is the Borough President’s policy to promote the continued development of Downtown Brooklyn as a center for employment, learning, tourism and as a vibrant 24/7 residential community. One of the Borough President’s primary concerns however, is that too many of the borough’s resident’s leave because they can no longer afford to live in Brooklyn. When evaluating land use actions, the Borough President shows great support to those actions that may facilitate an increase in the supply of housing for Brooklyn residents, especially when such actions may facilitate the development of affordable housing. It is the Borough President’s firm belief that developers should provide housing for those who are being priced out of Brooklyn. He believes that plans to grow the residential housing stock of a neighborhood are deficient when they do not increase or preserve the supply of affordable housing.
The proposed zoning text amendment would eliminate parking requirements for affordable housing units, thus the cost of providing affordable housing in new developments are expected to be reduced. As a result, developers who might have been reluctant to include affordable housing, due to the added cost of providing parking for 25 percent of the affordable dwelling units, might be more willing to utilize the Inclusionary Housing program.

With a reduced requirement for parking, more floor area could be devoted to lively street-level use. It is also the Borough President’s policy to assure that there is sufficient public access to Downtown Brooklyn through multiple means of transportation. The proposed measure makes it somewhat easier to provide public parking though at the same time it is dependent on redevelopment of sites that currently provide such parking.

Developers of new residential buildings have reported that parking utilization rates have been significantly lower than capacity on weekends and the evening. DCP believes its proposal better matches the demand for residential parking. Reducing parking would likely reduce development costs as it might decrease the depth of excavation (reduce sub-cellar construction). In at least three cases along the south side of Schermerhorn Street, accessory parking would have to be accommodated on sites predominantly above subway tunnels. In light of this proposal, the Borough President has the following concerns: the appropriate amount of parking that should be required for market-rate developments; the lack of consideration for expanding bicycle parking; limitation of opportunities to provide off-site parking and public parking; and the lack of incentives to provide affordable housing and housing for active mature adults. Therefore he has several recommendations that he believes would improve the proposal.

**PARKING FAIRNESS**

Weekday morning parking is well utilized by commuters and visitors, thus when combined with residents leaving their cars parked during these times, parking facilities are averaging over 80 percent utilization. As surrounding areas were primarily developed before the automobile was invented, there is little off-street parking inventory in these areas, thus Downtown Brooklyn and its surrounding parking lots play a role in addressing demand from these surrounding communities.

Though some of the more prominent recently constructed buildings such as Avalon Fort Greene, The Brooklyner and 80 DeKalb are reporting weeknight and weekend parking usage significantly below the provided parking, their weekday utilization demonstrates daytime demand. If the building constructed during the last decade had provided parking according to the proposed text amendment then Downtown Brooklyn would have approximately five percent less capacity.

As the accessory parking requirements exist, the lower residential density (C6-1; C6-1A and R7-1/C2-4) zoning districts each require 50 percent parking for sites greater than 15,000 square feet, while the higher density (R8A/C2-4, C5-2A, C5-4, C6-4, C6-4.5) zoning districts require 40 percent for such sites. By recommending a reduction to 20 percent for all districts within the SDBD, the proposed text amendment would provide a much greater benefit to these lower density districts.

Of the districts that require 40 percent parking, the R8A/C2-4 zoning district has a residential FAR of 6.02 while the other zoning districts have a residential FAR of 10. That means that on
the same property these districts can provide nearly 70 percent more zoning floor area and likely requiring 70 percent more parking spaces within the same footprint. This creates an economic burden because solving the additional parking load in the same footprint requires any combination of deeper excavation, displacement of ground floor retail opportunities or building more above grade volume. While the Zoning Resolution seems to make such accommodations between the lowest density districts on up through R8 districts, this did not continue this pattern for R9 and R10 residential densities. This is counterintuitive when considering the fantastic concentration of subway stations and routes in Downtown Brooklyn where these R10 commercial equivalent districts have been mapped.

Therefore, the Borough President supports DCP in proposing to reduce parking requirements for R10 commercial equivalent zoning districts in the SDBD. However, the Borough President believes that DCP needs to better account for weekday public parking availability to continue the success of Downtown Brooklyn. We should not make future plans based on initial trends of the past decade of development. Planning needs to consider that renters will be followed by owner-occupants and the no-child households will likely mature into family households that will view access to automobiles in a different light. There is a need to take into consideration those residents that prefer car ownership for work and recreational means due to its convenience in light of where public transportation is inadequate for the intended journey. Accessory parking requirements need to also recognize the difficulty faced by such residents, in terms of finding convenient on-street parking, as there are few streets within the SDBD that permit more than overnight parking. There is already significant demand for curb-side parking in the surrounding Brownstone Brooklyn neighborhoods. By not adequately providing for new residents, there would be increased demand for curbside spaces in these surrounding neighborhoods as residential growth continues in Downtown Brooklyn. While primarily a resource for residents of new high-rise residential buildings, such parking facilities may also accommodate neighboring residents who seek secured off-street parking.

In taking all of this into consideration, the Borough President believes that the market rate parking requirement for high-density (C5-2A, C5-4, C6-4 and C6-4.5) zoning districts should be changed from 40 percent parking rate to 30 percent.

While the Borough President believes that some reduction in parking capacity is warranted, he believes that the text amendment has neglected the population that does not own cars, especially those that own bicycles. Given Downtown Brooklyn’s proximity to surrounding Brooklyn neighborhoods and to parts of Manhattan, connected by lanes dedicated to bike travel, it is only logical to suspect that such households would be more reliant on bicycles than automobiles for certain journeys. Most buildings today are not replicating the large square-footage of apartment buildings from prior eras. Accommodating bicycles in smaller apartments can be a challenge. In January 2009 the Borough President applauded DCP for taking the initiative to facilitate a bicycle parking requirement for new development. He believed then and still does, that this is an important city issue that benefits New York City residents. Therefore in order to best plan for future occupants within Downtown Brooklyn he believes that such reduction in accessory parking requirements must be predicated on increasing bicycle parking standards by 50 percent.

The Borough President believes that changing standards for new developments unfairly penalizes the recent wave of new residential development subsequent to the July 2001 establishment of the SDBD. It was the developers of these buildings that had to believe in the
potential of Downtown Brooklyn as a 24/7 housing marketplace to embrace the neighborhood’s potential, building on the strength of being in proximity to its surrounding desirable neighborhoods of Brownstone Brooklyn. The next generation of development is building on the initial success of these risk-takers. It does not seem fair to propose a benefit for those who are entering this established market while neglecting those who had faith in growing Downtown Brooklyn as Brooklyn entered this millennium. By making the amendment retroactive, prior developments might be able to convert above grade parking areas to uses such as retail to further enliven the pedestrian realm of Downtown Brooklyn. In addition, building owners would be able to use existing parking as a financial commodity to meet the parking requirements of proposed development. Therefore, the Borough President believes that the amendment should be made applicable in a retroactive manner for developments subsequent to the establishment of the SDBD.

In addition to the proposed amendments broadening of where off-site parking opportunities would be applicable (such as in public parking garages including the Willoughby Square garage), the Borough President believes that there should be additional means in the adopted text amendment to achieve off-site parking. Certainly making these regulations applicable to post-SDBD developments is one means. In addition, this should be accomplished by making applicable the off-site parking opportunities through Joint-facilities zoning text provision, which should be expanded to any Commercial Zoning District within the SDBD but for the Atlantic Avenue sub-district. This way sites that can more readily accommodate a larger number of parking spaces than what would be required would have additional financial incentive to provide such parking.

INCENTIVIZING PROVISION OF PUBLIC PARKING

The proposed zoning text amendment will permit additional opportunities to provide public parking by creating a more flexible set of regulations. In practical terms, there is little difference in the SDBD between accessory parking which, outside of the 18 partial or full blocks with zoning designations of C5-2A or C5-4, can be rented by the hour, week or month to anyone provided that a resident of the building does not want to lease the space at market-based pricing. For the C5-2A or C5-4 zoned blocks, short term parking in accessory garages would be made available in new developments. Given the existing level of development, the environmental assessment merely indicates that one site would likely benefit from the flexibility of the text amendment proposal in the near term and perhaps one additional site might also redevelop with the benefit of this flexibility.

Much of the public parking lots in the SDBD and its surroundings are also considered as development sites and therefore, this inventory of parking is likely to disappear. While such parking lots in the SDBD are likely to provide some accessory parking and in a few instances, public parking spaces, it is envisioned that development of these public parking lots would result in a net loss of public parking inventory. 865 accessory and public parking spaces are projected in the SDBD in the next ten years, with the potential for another 1,400 parking spaces possibly in the future beyond that in the SDBD, as well as some parking in new buildings that are likely to replace the surrounding public parking lots. Meanwhile, it seems that 2,700 spaces might be lost due to redevelopment of parking lots in the SDBD and its surroundings, combined with some additional demand for using parking spaces, especially for spaces accessory to residential developments. Thus, daytime utilization would be expected to substantially increase above the approximate 80 percent utilization now occurring unless there is adequate enticement for developers to furnish more public parking.
The Borough President believes that more must be done to make it more appealing to
developers to provide public parking inventory. The text amendment rightly set standards to
support development of automated parking systems, though, such systems work best when
providing larger facilities. Sometimes such facilities then would make sense to be above grade
and be in excess of 225 as-of-right public parking spaces. Unfortunately, this triggers
substantial public review in order to be granted a Special Permit from the City Planning
Commission. For developments where residential use is as-of-right, it would be expected that
many developers would not want to be significantly delayed in order to accommodate the
additional public parking, therefore some opportunities to harness development as a
mechanism to provide a significant amount of public parking capacity might be lost. As for
reservoir space associated with public parking garages, the standards seem arbitrary. To
merely need three reservoir spaces when accommodating 50 public parking spaces, yet need
five reservoir spaces for 51 public parking spaces seems to make it more difficult for a
developer to attempt to increase the public parking supply. To require 20 reservoir spaces for
200 cars, yet 10 for 200 also seems that this is not about properly mitigating the potential for
congestion.

Therefore the Borough President believes that above grade public parking should be allowed
pursuant to City Planning Commission Chair Certification in lieu of Special Permit, where there
would remain ample means to address the compatibility of the materials and articulation of the
proposed development. In addition the standards for required reservoir spaces should be
uniform using five percent of the provided public parking spaces as the basis of calculation.

INCENTIVIZING PROVISION OF AFFORDABLE HOUSING
The proposed zoning text amendment would eliminate parking requirements for affordable
housing units, thus the cost of providing affordable housing in new developments are expected
to be reduced. As a result, developers who might have been reluctant to include affordable
housing because of the added cost of providing parking for 25 percent of the affordable
dwelling units, might be more willing to utilize the Inclusionary Housing program (IHP). While
every little incentive helps, the Borough President believes more incentives should be
established to induce developers to provide affordable housing. He believes that the
recommendation of CB 2 to link the reduction of required parking to 20 percent is an
appropriate tool to promote affordable housing. Cost savings perhaps would amount to
possibly another $5,000 per market rate unit, when combined with: the proposal for no parking
requirements for affordable housing, the 421-a benefit; the ability to use government financing
and subsidies in the SDBD’s R10 district commercial equivalent zoning districts (C5-2A, C5-4, C6-
4 and C6-4.5); and, a 20 percent zoning floor area bonus, improves on the ability for a
developer to guarantee that affordable housing would be included in developments.
Therefore, he believes the proposed reduction of permitted parking to 20 percent of the
market rate dwelling units should be modified. Maximum reduction should be linked to both
the development including at least 20 percent affordable housing and where bicycle parking
standards have been increased by 50 percent from standard zoning requirements. For C5-2A,
C5-4, C6-4 and C6-4.5 accessory parking requirements should be reduced to 20 percent of the
market rate units and for the lower density C6-1; C6-1A, R7-1/C2-4 and R8A/C2-4 zoning
districts the reduction of accessory parking requirements should be to 30 percent of the market
rate dwelling units.
Meanwhile, the Borough President continues to have interest in improving and expanding the IHP in the SDBD. In May 2009, as part of the Brooklyn Borough Board’s Resolution distribution letter commenting on revisions to the IHP, the Borough President recommended that areas previously rezoned to encourage the production of housing that are not included in the IHP should be amended to incorporate this zoning incentive. In regards to Downtown Brooklyn, he noted that the joint application by the Departments of City Planning and Housing Preservation and Development would allow for a substantial increase in the number of affordable housing units on privately-developed sites by permitting developers for the first time to utilize public funding resources in combination with the floor area bonus. The Borough Board recommended for DCP to study the applicability of applying the IHP, as modified in May 2005, towards Downtown Brooklyn as a means of increasing the number of affordable units from the proposed 13 percent, pursuant to ZR 23-951 to 20 percent. It also believed that DCP should undertake further efforts to expand the number of areas were the IHP would be made applicable, including areas previously rezoned, to encourage the production of housing. Such areas in the SDBD are represented by C6-1; C6-1A, R7-1/C2-4 and R8A/C2-4 zoning district designations.

The Borough President fully understands that simply re-establishing districts as Inclusionary Housing designated areas slightly decreases the as-of-right floor area, though he believes if developers utilize the IHP there would be minimal financial implications to a developer. Unfortunately the City’s response has been reluctant to retroactively reduce as-of-right floor area. Still, the Borough President believes more than ever that a shift in City policy is warranted. Many sites in the SDBD experienced at least a doubling of residential development rights. In essence, the upzoning provided the opportunity for substantial financial gain when selling or redeveloping properties. If the City would be receptive to modifying the C5-2A, C5-4, C6-4 and C6-4.5 zoning districts to be Inclusionary Housing designated areas, there would still be a substantial amount of development potential than what it was prior to the 2004 rezoning (NOTE: pursuant to ZR 23-952, the base FAR for the R-10 districts and its commercial equivalents will drop to 9.0 FAR, which essentially is an as-of-right downzoning of 10%, though with 33% bonus, the market-rate floor area would return to 96% of what it is according to existing zoning).

By utilizing the IHP, twenty percent of the floor area derived from the bonus can be used for market rate development, yielding a sum of 9.6 FAR (96 percent) as compared to the 10.0 existing today, a negligible reduction. Meanwhile, with 12.0 FAR achievable, the results would increase the supply of permanent affordable housing while having an almost identical outcome of market-rate units. In addition, developments would qualify for 421-a benefits and developers would be both eligible for government financing and subsidies, along with the additional reduction in required parking for market rate units as recommended by the Borough President as part of the Downtown Brooklyn Parking Text Amendment.

The Borough President believes that DCP should proceed with an application for a zoning text amendment to establish Inclusionary Housing designated areas for the existing C6-1, C6-1A, C6-2, R7-1/C2-4, R8A/C2-4, C5-2A, C5-4, C6-4 and C6-4.5 Zoning Districts within the SDBD, pursuant to the base floor area standards and maximum floor area standards of ZR 23-952.

**Active Mature Adult Housing**

The Borough President believes that too many mature, active individuals and couples age 55 and over do not have sufficient local options for living in a development designed and marketed
to such populations. Without decent local options, too many constituents relocate to age restricted communities outside of New York City, taking their disposable income with them. The Borough President believes that Downtown Brooklyn is a choice location to design and market to active mature households with interest in developments providing on-site fitness amenities as well as being in proximity to Brooklyn’s cultural center, featuring the Brooklyn Academy of Music, the Barclay’s Center, Theater for a New Audience and more. The convenience of the area’s transportation, shopping and restaurants perfectly compliment such an active lifestyle among those 55 and older.

The Borough President feels strongly that there is a need to promote age 55 and over housing stock as insufficient housing options make it difficult for such individuals to remain in the City. He believes that marketing to the active 55 years and older community would be a model for success, though understands there are risks to limit the universe of renters or purchasers which has contributed to the lack of venturing by the development community. Because developers would have a reduced sales or rental market and thus might not sustain as high a sales or rental price if the building were not age restricted, it just may well be that the marketplace warrants an incentive to be provided to jumpstart building for this market segment. The Borough President believes that it is important for City policy to recognize the flow of disposable income leaving the City and to consider initiatives that provide more options for such households to remain. Therefore, he believes that it is appropriate public policy to entice the development community to consider building for this housing segment. Consideration should be given to establishing a zoning bonus consistent with the floor area bonus standards of the IHP, though without regard for affordability. He calls on DCP to undertake a study to establish a zoning bonus.

Follow-Up Corrective Actions
The Borough President is aware that some of his requests are beyond the scope of the extent that the City Planning Commission or City Council is permitted to modify the applications as certified for public review. In order to ensure that his recommendations regarding: accessory parking; improving bicycle parking standards; encouraging the provision of public parking; and, promoting affordable housing development and active lifestyle for age 55 and older housing are all addressed, some of these recommendations are expected to require additional land use action. In order to accomplish the best possible plan for SDBD and neighboring Brownstone Brooklyn, the Borough President urges the Administration to commit to the City Council that DCP would certify, within one year, applications to amend the zoning map and text in order for The City Planning Commission and City Council to adopt the recommendations of the Brooklyn Borough President that are technically beyond the scope of review for application number 120384 ZRK.

RECOMMENDATION
Be it resolved that the Borough President of Brooklyn, pursuant to section 197-c of the New York City Charter, recommends that the City Planning Commission and City Council approve based on the following recommendations:

1. Change the Market Rate Parking Requirement for High-Density Districts (C5-2A, C5-4, C6-4, C6-4.5) from 40% parking rate to 30%, retroactive to establishment of the Special Downtown Brooklyn District, where bicycle parking standards have been increased by 50 percent.
Zoning Resolution Should Be Modified As-Follows:

- For ZR 101-51 “Minimum Parking Requirements” sub-section (a) pertaining to accessory parking spaces be restricted to C5-2A, C5-4, C6-4, C6-4.5 Districts and shall require accessory off-street parking spaces for at least 30 percent of the total number of new dwelling units provided that bicycle parking pursuant to ZR Section 36-711 is increased by 50 percent.
- For ZR 36-71 “Required Bicycle Parking Spaces” as further clarified by ZR 36-711 “Enclosed bicycle parking spaces,” bicycle parking spaces required in relationship to the specified unit of measurement should be modified by a new section within Article 10, Chapter 1, which would require one bicycle parking space for every 1.5 dwelling units in C5-2A, C5-4, C6-4, C6-4.5 Districts and where the parking rate is decreased due to the provision of qualifying affordable housing in C6-1; C6-1A, R7-1/C2-4 and R8A/C2-4 Districts.
- For ZR 101-51 “Minimum Parking Requirements” that a development obtaining an initial construction permit from the Department of Buildings subsequent to the July 26, 2001 establishment of the Special Downtown Brooklyn District, such developments would be permitted to re-file to reduce accessory off-street parking spaces that were required under the applicable provisions of the zoning district regulations in effect prior to (date of adoption) provided that zoning standards established on (date of adoption) are met and that parking spaces in excess to remain are eligible to satisfy off-site requirements for new developments pursuant to the Joint-facilities section.

2. Broaden applicability of off-site parking opportunities through Joint-facilities being expanded to any Commercial Zoning District within the Special Downtown Brooklyn District but for the Atlantic Avenue sub-district

Zoning Resolution Should Be Modified As-Follows:

- For ZR 36-42 “Off-Site Spaces for Residences” as further clarified by ZR 36-421, the maximum distance from zoning lot to where off-site accessory parking would be permitted to locate, should be modified by a new section within, Article 10, Chapter 1, which would permit off-site parking opportunities through Joint-facilities being expanded to any Commercial Zoning District within the Special Downtown Brooklyn District but for the Atlantic Avenue sub-district.
- For ZR 101-542 “Off-site accessory parking spaces in public garages,” Section 36-57 (Accessory Off-Street Parking Spaces in Public Garages) shall be further modified to permit, as required, off-site accessory off-street parking spaces for any development within the Special Downtown Brooklyn District, such public parking spaces may be located in any public parking garage, including such public parking garages established where a development obtained an initial construction permit from the Department of Buildings subsequent to the July 26, 2001 establishment of the Special Downtown Brooklyn District and, re-filed to reduce accessory off street parking spaces, re-classifying such existing spaces as public parking.

3. Allow above grade public parking pursuant to City Planning Commission Chair Certification in lieu of Special Permit and unify reservoir space standards.
Zoning Resolution Should Be Modified As Follows:

- For ZR 101-546 “Special permit for public parking garages” should be modified to be a Certification by the Chairperson of the City Planning Commission.
- For ZR 101-53 “Reservoir Spaces” subsection (a) “Attended parking facilities” sub-sub-sections 1-4 should be combined to require the number of reservoir spaces to be five percent of the total number of parking spaces up to a maximum of 50 reservoir spaces.

4. Allow further reduction to a 20 percent accessory parking rate; and for C6-1; C6-1A, R7-1/C2-4 and R8A/C2-4 to 30 percent, where bicycle parking standards have been increased by 50 percent when development includes at least 20 percent affordable housing.

Zoning Resolution Should Be Modified As Follows:

- For ZR 101-51 “Minimum Parking Requirements” include a new subsection (c) pertaining to accessory parking spaces being able to be permitted to be further decreased provided that 20 percent of the residential floor area be developed consistent with provisions of the Inclusionary Housing requirement of ZR 23-90, the percentage as follows: C5-2A, C5-4, C6-4, C6-4.5 Districts shall be reduced to 20 percent; and C6-1; C6-1A, R7-1/C2-4 and R8A/C2-4 where bicycle parking standards have been increased by 50 percent, reduced to 30 percent.

Be it further Resolved that:

1. The Department of City Planning should proceed with an application for a zoning text amendment to establish Inclusionary Housing designated areas for the existing C6-1, C6-1A, C6-2, R7-1/C2-4, R8A/C2-4, C5-2A, C5-4, C6-4 and C6-4.5 Zoning Districts within the Special Downtown Brooklyn District, pursuant to ZR 23-952.
2. The Department of City Planning to undertake a study to establish a zoning bonus to promote development for those 55 and over, consistent with the affordable housing bonus, though without regard for affordability, as a means to entice developers to build active mature adult housing stock.
3. The Administration shall commit to the City Council to have the Department of City Planning certify, within one year, applications to amend the zoning map and text in order for The City Planning Commission and City Council to adopt the recommendations of the Brooklyn Borough President that are technically beyond the scope of review for application number 120384 ZRK.