Chapter 8: Urban Design and Visual Resources

A. INTRODUCTION

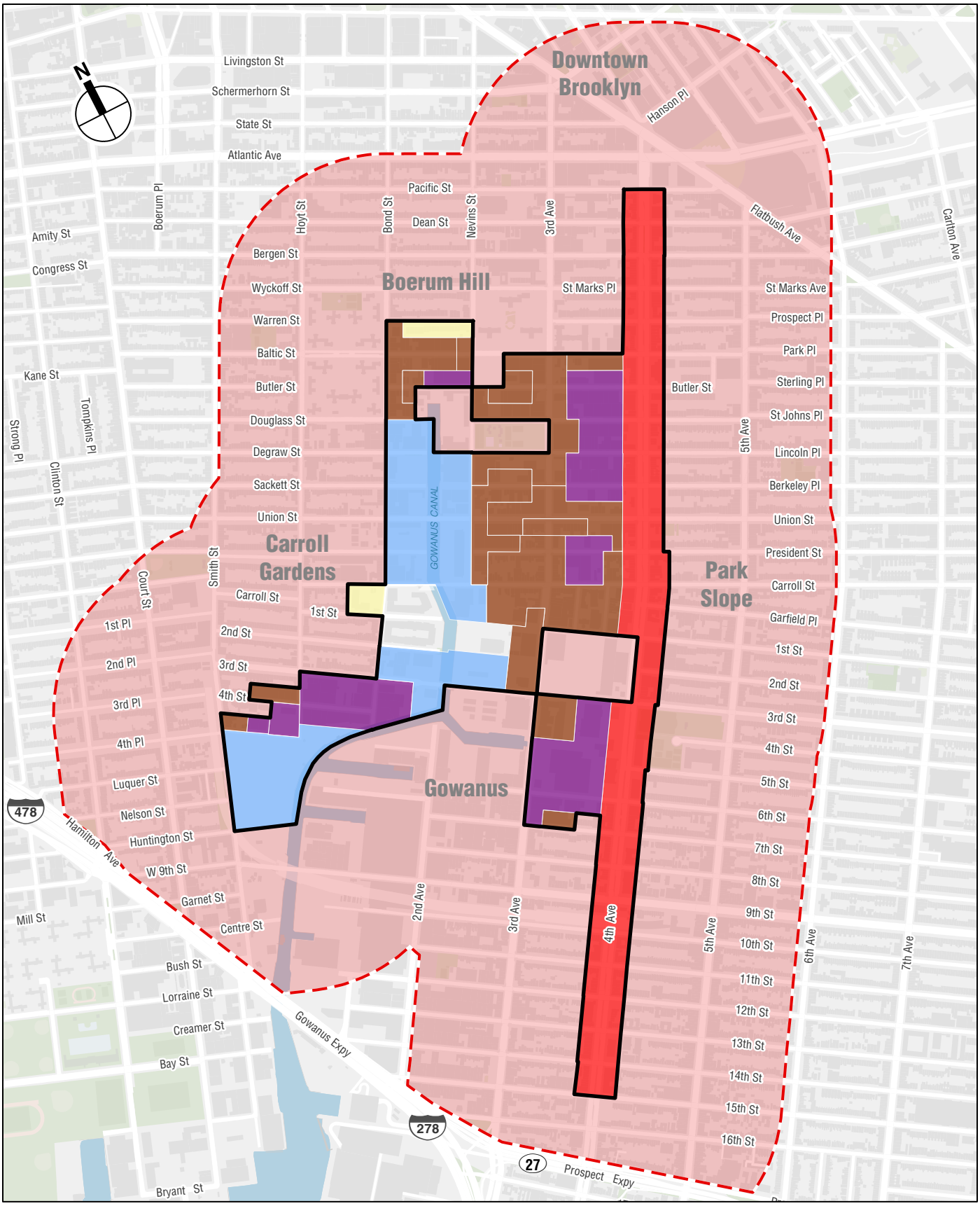
This chapter considers the potential of the Proposed Actions to affect urban design and visual resources. As defined in the 2014 *City Environmental Quality Review (CEQR) Technical Manual*, urban design is the totality of components that may affect a pedestrian's experience of public space. A visual resource can include the waterfront, public parks, landmark structures or historic districts, otherwise distinct buildings, and natural resources.

The urban design and visual resources analysis considers a primary study area consistent with the Project Area and a secondary study area that extends approximately one quarter-mile from the Project Area (see **Figures 8-1 and 8-2**). The study areas cover the area where the Proposed Actions would be most likely to influence land use patterns and the built environment. This analysis addresses the urban design and visual resources of the primary study area and secondary study area for the Existing condition, the future without the Proposed Actions (the No Action condition), and the future with the Proposed Actions (the With Action condition) in the 2035 Build Year.

Guidance from the *CEQR Technical Manual* states a preliminary assessment of urban design and visual resources is appropriate when there is the potential for a pedestrian to observe, from street level, a physical alteration beyond that allowed by existing zoning. Examples include projects that permit the modification of yard, height, and setback requirements, and projects that result in an increase in built floor area beyond what would be allowed "as-of-right" or in the No Action condition.

This analysis considers the Proposed Actions, which involve zoning map amendments, zoning text amendments, City map amendments, and the disposition of City-owned property. These changes would allow the development of new, larger, and taller mixed-use buildings including residential, commercial, community facility, light manufacturing, and warehouse and storage space. The Proposed Actions would meet the threshold for a preliminary assessment of urban design and visual resources as they would result in physical alterations beyond those allowed by existing zoning.

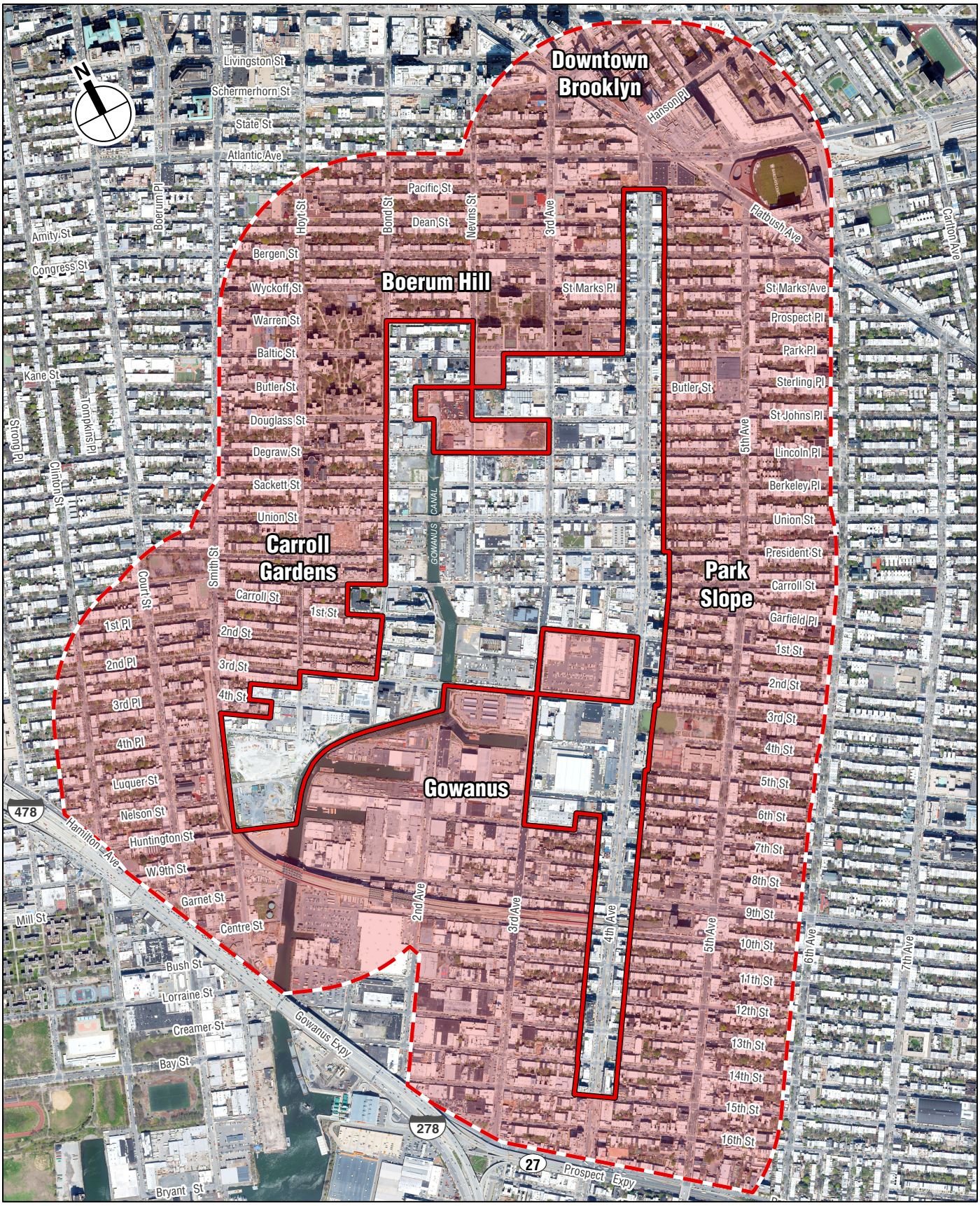
According to the *CEQR Technical Manual* guidelines, if the preliminary assessment shows that changes to the pedestrian environment are sufficiently significant to require greater explanation and further study, then a detailed analysis is appropriate. Examples include projects that would potentially obstruct view corridors, compete with icons in the skyline, or make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings. Detailed analyses are also generally appropriate for (1) area-wide zoning changes that include an increase in permitted floor area or changes in height and setback requirements; (2) general large-scale developments; or (3) projects that would result in substantial changes to the built environment of a historic district or components of a historic building that contribute to the resource's historic significance. Conditions that merit consideration for further analysis of visual resources include: (1) when a project partially or totally blocks a view corridor or a natural or built



Urban Design and Visual Resources Study Areas

GOWANUS NEIGHBORHOOD REZONING AND RELATED ACTIONS

Figure 8-1



Urban Design and Visual Resources
Aerial Map

GOWANUS NEIGHBORHOOD REZONING AND RELATED ACTIONS

Figure 8-2

visual resource and that resource is rare in the area or considered a defining feature of the neighborhood; or (2) when a project changes urban design features so that the context of a natural or built visual resource is altered (i.e., if the project alters the street grid so that the approach to the resource changes; if the project changes the scale of surrounding buildings so that the context changes; or if the project removes lawns or other open areas that serve as a setting for the resource).

The Proposed Actions would facilitate redevelopment in an approximately 82-block area with buildings that could be taller than existing structures, contain active ground-floor uses at certain locations, and allow for the conversion or adaptive reuse of existing buildings and redevelopment of vacant lots with new buildings. The development of several new, larger, and taller buildings anticipated under the Reasonable Worst-Case Development Scenario (RWCDS) is expected to contain a mix of uses including housing, retail, commercial, light industrial, and community facility space.

The Proposed Actions are intended to make noticeable alterations to the Project Area and the streetscape of the surrounding area by introducing multiple new buildings of a larger scale and massing. New buildings on vacant or underdeveloped lots would be positioned closer to the street line, thereby altering the street wall and increasing street level activity as compared with the conditions in the future absent the Proposed Actions. Therefore, the Proposed Actions meet the threshold for a detailed assessment of urban design and visual resources.

PRINCIPAL CONCLUSIONS

The Proposed Actions would not result in significant adverse impacts to urban design and visual resources. The Proposed Actions would facilitate new mixed-use developments at densities that accommodate and support the goals identified in the Gowanus Neighborhood Plan (the "Neighborhood Plan"). The zoning changes would provide for sufficient flexibility and variety for building envelopes that account for the unique conditions in Gowanus (such as the Canal), appropriate transitions between lower and medium density adjacencies, the creation of new waterfront open space, enhanced pedestrian oriented sidewalk conditions, and lively, active streets. Though some visual resources in the secondary study area could be obscured from certain vantage points by development facilitated by the Proposed Actions, the visual resources would be visible from other north–south and east–west streets and from the new, previously inaccessible vantage points such as the waterfront esplanade and neighborhood parks along the Canal.

The Proposed Actions would allow for new residential, mixed-use, and non-residential developments at a greater density than what is currently permitted as-of-right and support existing and new clusters of industrial and commercial activity by expanding the potential for job-generating uses. The actions would also allow for new housing, including affordable housing, along key corridors, particularly 3rd and 4th Avenues, the area surrounding Thomas Greene Playground, and the Canal Corridor. The proposed zoning changes are intended to promote a walkable, vibrant, mixed-use neighborhood where increased densities can help sustain existing and new businesses, provide employment opportunities and facilitate the creation of an urban fabric that enhances the pedestrian experience and the Canal's unique character.

The proposed mapping actions would facilitate the creation of new streets, including the eastern prolongations of Nelson and Luquer Streets, east of Smith Street, and a new street along the west side of the Canal that would run into Hoyt Street (at 5th Street). The new streets would provide access to the Canal's future waterfront esplanade areas and the new mapped park on the Gowanus Green Site. The taller buildings projected along the Canal would limit some existing views, but, because of the width of the Canal, views would not be entirely eliminated along the waterfront,

and new vantage points along the Canal and to the Canal, such as the waterfront esplanade and the proposed new streets, would be created with the Proposed Actions.

While the buildings anticipated under the Proposed Actions would be taller than existing buildings in the area, the bulk controls included as part of the zoning changes would ensure that new developments are compatible with existing and planned buildings. Bulk controls also ensure sufficient flexibility where needed to promote a variety of new built forms. New developments expected under the Proposed Actions would be concentrated along major avenues and streets, preserving the low-rise character of the narrower cross streets, particularly north of 1st Street and east of the Canal. Contextual zoning envelopes would ensure that new development complements the existing scale by reinforcing the street wall, requiring minimum and maximum base heights that are contextual to existing buildings, and responding to street widths and the overall vision for the neighborhood identified in the Neighborhood Plan.

The Proposed Actions would establish the Special Gowanus Mixed-Use District (GSD), which would create special use, floor area, and special height and setback regulations for buildings on waterfront blocks and select corridors, among other special rules including tree planting, curb cut locations, and streetscape requirements. The Proposed Actions would align zoning and land use to help facilitate efforts to preserve and adaptively reuse buildings, while promoting integration and a mixing of uses throughout most of the Project Area.

The Proposed Actions would support a walkable mixed-use neighborhood and generate new neighborhood parks and open space to activate the waterfront and facilitate public access to the waterfront. New mixed-use residential, commercial, community facility and light industrial development would be encouraged along key corridors: the Canal, 3rd Avenue, the area around Thomas Greene Playground, and Block 471 (which includes lot 200 and the City-owned lots 1 and 100 known as “Gowanus Green”) by encouraging development on vacant and underutilized sites.

B. METHODOLOGY

In accordance with the *CEQR Technical Manual*, this analysis considers the effects of the Proposed Actions on the experience of a pedestrian in the study areas. The analysis of urban design relies on drawings, maps, renderings, photographs, and photographic montages taken from the perspective of a pedestrian. The assessment focuses on those project elements that have the potential to alter the built environment, or urban design, of the Project Area, which is collectively formed by the following components:

- *Streets.* For many neighborhoods, streets are the primary component of public space. The arrangement and orientation of streets define the location and flow of activity in an area, set street views, and create the blocks on which buildings and open spaces are organized. The apportionment of street space between cars, bicycles, transit, and sidewalks and the careful design of street furniture, grade, materials, and permanent fixtures (including plantings, street lights, fire hydrants, curb cuts, information kiosks, or newsstands) are critical to making a successful streetscape.
- *Buildings*. Buildings support streets. A building’s street walls form the most common backdrop in the city for public space. A building’s size, shape, setbacks, lot coverage, and placement on the zoning lot and block; the orientation of active uses; and pedestrian and vehicular entrances all play major roles in the vitality of the streetscape. The public realm also

extends to building façades and rooftops, offering more opportunity to enrich the visual character of an area.

- *Open Space.* Open space includes public and private areas, such as parks, yards, cemeteries, parking lots, and privately owned public spaces.
- *Natural Features*. Natural features include vegetation and geologic, topographic, and aquatic features. Rock outcroppings, steep slopes or varied ground elevation, beaches, or wetlands may help define the overall visual character of an area.
- *View Corridors and Visual Resources*. A visual resource is the connection from the public realm to significant natural or built features, including important view corridors, views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings or groups of buildings, or natural resources.

Wind conditions also affect the pedestrian experience of a given area. Channelized wind pressure from between tall buildings and down-washed wind pressure from parallel tall buildings may cause winds that affect pedestrian comfort and safety. While the Proposed Actions would result in the construction of tall buildings along the Gowanus Canal, the construction would take place inland from the East River, where winds would not be channeled by buildings or natural features. Therefore, a pedestrian wind analysis is not warranted.

The analysis addresses the urban design and visual resources of a primary study area and a secondary study area. **Figures 8-3 and 8-4** show the areas' building heights using floor area ratios (FAR). The primary study area subareas reflect the proposed changes along select corridors and geographies within the rezoning area and are as follows (see **Figure 8-1**):

Canal Corridor Subarea

The Canal Corridor Subarea comprises portions of 13 blocks along the Gowanus Canal south of Douglass Street, as well as a portion of Block 471, located roughly between Huntington Street and 5th Street from Smith Street to the Canal. Lots within the subarea are of varying sizes and configurations, and generally have frontage along Bond and Nevins Streets, and east–west streets that either terminate at the Canal or connect to the three bridges within the primary study area. Block 471's upland frontage is located along Smith Street.

4th Avenue Corridor Subarea

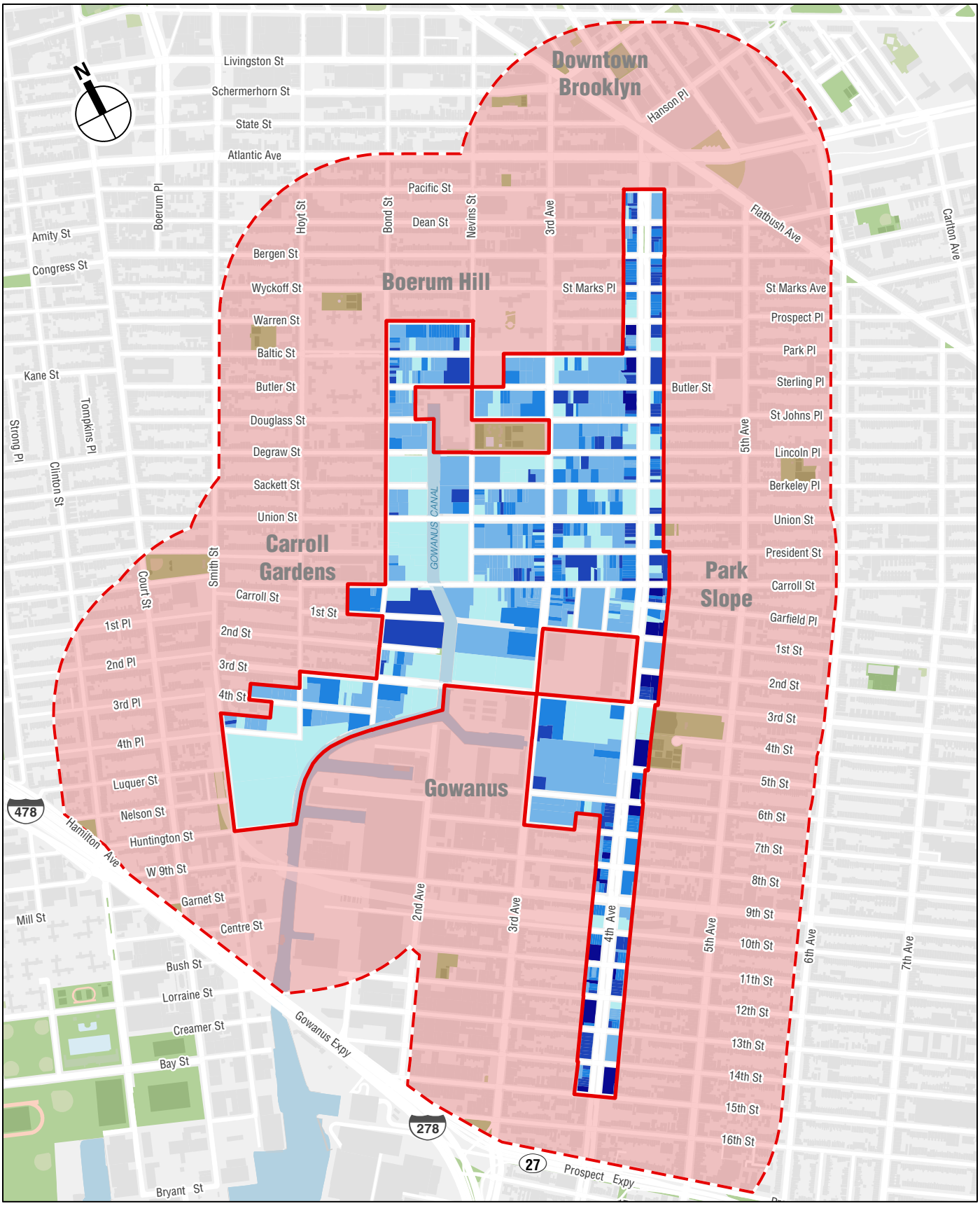
The 4th Avenue Corridor Subarea comprises portions of 54 blocks along 4th Avenue from Pacific Street to 15th Street. The lots in this subarea have frontage primarily along 4th Avenue.

Industrial and Commercial Subarea

The Industrial and Commercial Subarea comprises portions of 14 noncontiguous blocks that are proposed to be rezoned to new moderate density manufacturing districts and are primarily located between 3rd and 4th Avenues from Butler Street to 7th Street, and on the west side of the Canal roughly between 3rd and 5th Streets. These lots generally have frontage along east–west streets, including Sackett, President, 4th, and 6th Streets.

Residential Subarea

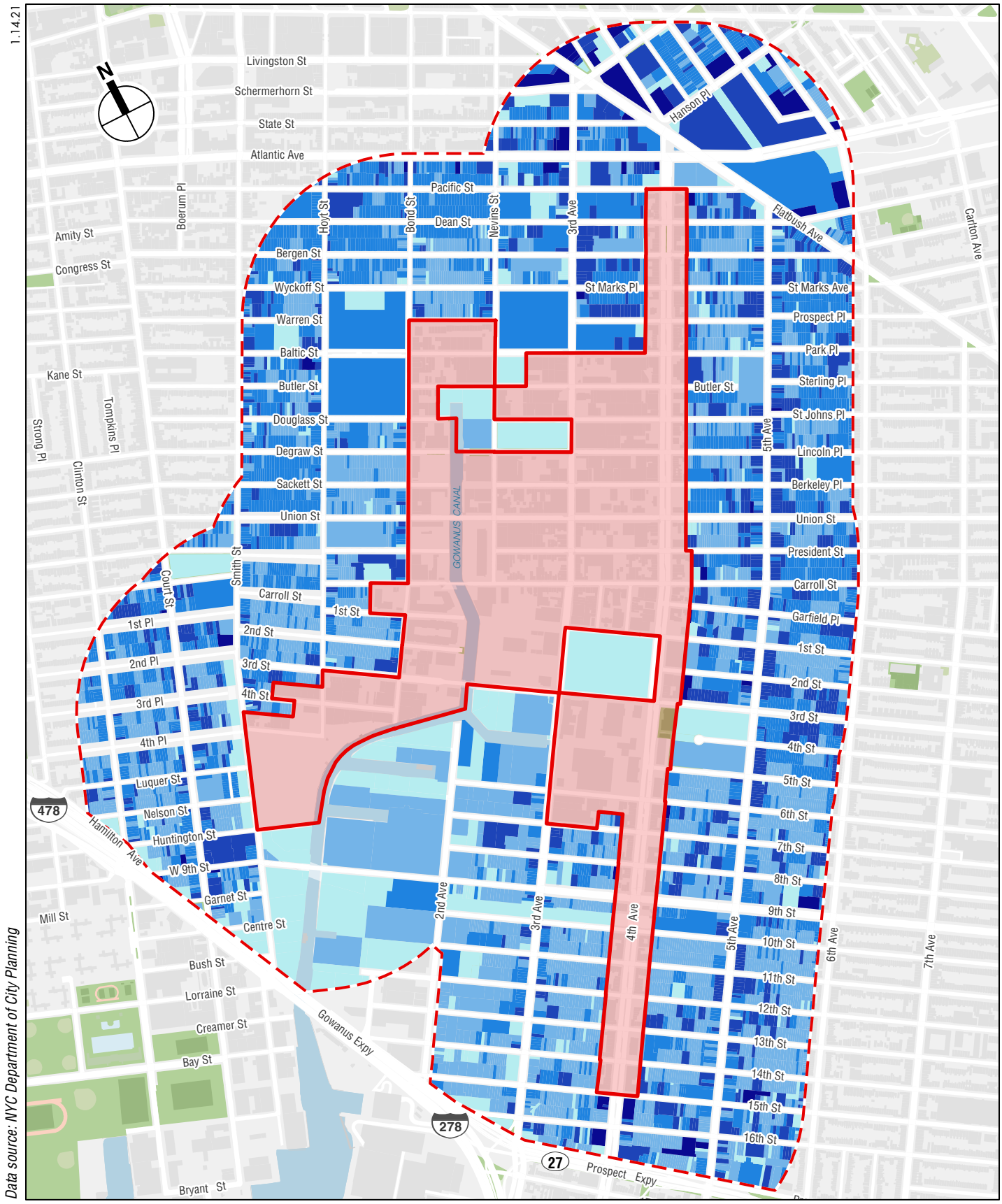
The Residential Subarea comprises portions of two blocks, Blocks 399 and 451, which are proposed to be rezoned to as residential zoning districts Block 399 is bordered by Warren Street to the north, Bond Street to the west, Baltic Street to the south, and Nevins Street to the east. Block 451 is bordered by Carroll Street to the north, Hoyt Street to the west, 1st Street



Primary Study Area Built FAR

GOWANUS NEIGHBORHOOD REZONING AND RELATED ACTIONS

Figure 8-3



Secondary Study Area Built FAR

GOWANUS NEIGHBORHOOD REZONING AND RELATED ACTIONS

Figure 8-4

to the south, and Bond Street to the east. The lots of Block 399 primarily have frontage along Warren Street, except for the northeast corner lot. Lots on Block 451 have frontage on Carroll, Bond, and 1st Streets.

Upland Mixed-Use Subarea

The Upland Mixed-Use Subarea comprises all, or portions of, 22 blocks, that are proposed to be rezoned to pair manufacturing and residential districts and primarily located between Nevins Street and 4th Avenue, north of 3rd Street. These lots are primarily located along 3rd Avenue and Nevins Street, as well as along east–west streets, such as Butler and Carroll Streets. South of 3rd Street and west of Nevins Street are smaller portions of the Upland Mixed-Use subarea.

According to the *CEQR Technical Manual*, a preliminary assessment of urban design is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning, including projects or actions that permit the modification of yard, height, and setback requirements; and projects or actions that result in an increase in built floor area beyond what would be allowed as-of-right or in the future without the proposed project. Beyond a preliminary assessment, a detailed analysis may be needed for projects or actions that potentially obstruct view corridors, compete with icons in the skyline, or make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings. Detailed analyses are generally appropriate for area-wide rezonings that include an increase in permitted floor area or changes in height and setback requirements. Therefore, this detailed analysis has been prepared to address the characteristics listed above for the Existing, No Action, and With Action conditions for the 2035 Build Year.

C. EXISTING CONDITIONS

PRIMARY STUDY AREA

The Proposed Actions would affect the Project Area, which is herein referred to as the primary study area for analysis purposes. The primary study area is defined as an 82-block area in the Gowanus neighborhood generally bounded by Bond, Hoyt, and Smith Streets to the west; 3rd and 4th Avenues to the east; Huntington, 3rd, 7th, and 15th Streets to the south; and Warren, Baltic, and Pacific Streets to the north (see **Figures 8-1, 8-2,** and **8-3**). The projected development sites, which are expected to be redeveloped as a result of the Proposed Actions, are within the primary study area. It is assumed that some of the projected development sites would be developed with as-of-right non-residential space, expanded, or converted to a new use under the No Action condition.

The primary study area generally has a typical urban street grid pattern with two wider north–south avenues and narrower north–south and east–west cross streets creating rectangular blocks. The blocks fronting the Gowanus Canal tend to be larger blocks including some irregularly shaped blocks, which were created through the legacy of the Canal geography and its development as a man-made waterbody. Blocks that are not adjacent to the Gowanus Canal are oriented with short ends along the avenues and long sides along the east–west streets. The Gowanus Canal extends through the western portion of the primary study area. It is generally north–south in the area north of Carroll Street, then shifts to the east between Carroll and 4th Streets. A turning basin of the Canal curves to the east near 4th Street and a longer spur curves to the southwest, extending to

approximately Huntington Street in the primary study area, before continuing further south (see **Figure 8-2**).

In 2014, a proposal to designate the Gowanus Canal Historic District, was submitted to the New York State Preservation Office (SHPO). While it was determined by SHPO to be eligible for listing on the State and National Registers of Historic Places (S/NR-eligible), it has not been pursued and remains eligible, as described in Chapter 7, "Historic and Cultural Resources." This eligible historic district incorporates much of the western portion of the primary study area.

For assessment purposes, the primary study area is subdivided into subareas, consistent with the analysis provided in the Chapter 2, "Land Use, Zoning, and Public Policy." The subareas are defined as the Canal Corridor Subarea, 4th Avenue Corridor Subarea, Industrial and Commercial Subarea, Residential Subarea, and the Upland Mixed-Use Subarea (see **Figure 8-5**).

CANAL CORRIDOR SUBAREA

Urban Design

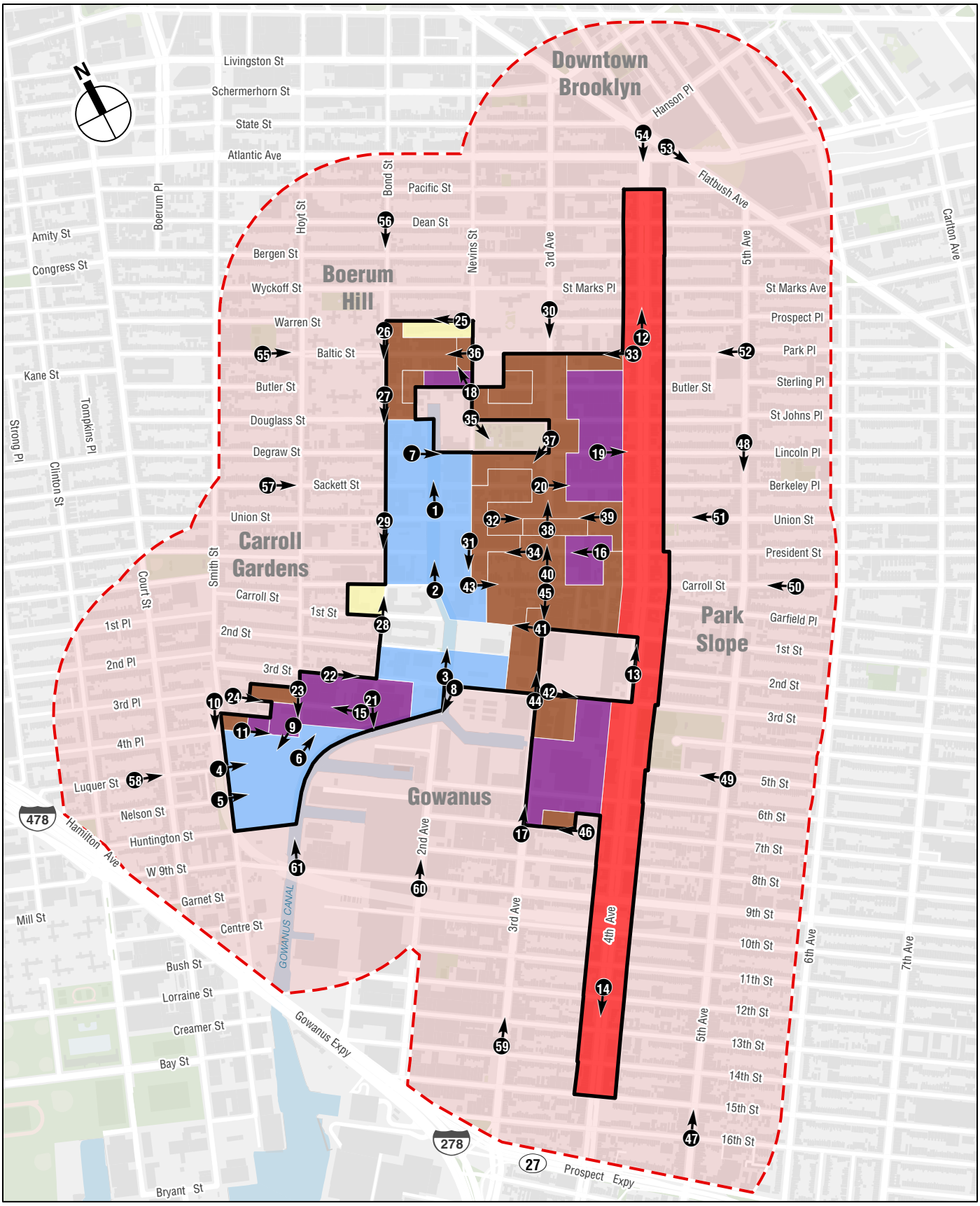
Streets

Three bridges span the Canal in the primary study area—the Union Street bridge, the Carroll Street bridge, and the 3rd Street bridge. The Union Street bridge is a 60-foot-wide, early 20th century rolling bridge with two vehicular traffic lanes that carry eastbound traffic. It has a combination open-steel grid and steel-reinforced concrete deck and two sidewalks that are bordered by metal railings. The Union Street bridge has two designated bike lanes located on the bridge, heading east- and westbound. At the bridge's northeast corner is a small, one- to two-story Operator's House that has windows oriented toward the Canal and an entrance on the west façade. The Carroll Street Bridge and Operator's House, a New York City Landmark (NYCL), are late-19th century structures. The 60-foot-wide bridge has a wood deck and is retractable, allowing it to roll onto land and open the waterway to water traffic on the Canal. The one-story, irregularly shaped brick Operator's House has windows and a doorway and is located at the southwest corner of the bridge. Two wooden sidewalks are bordered by metal railings. The 3rd Street bridge is an 80-foot-wide, early 20th century rolling lift bascule drawbridge. It carries two lanes of vehicular traffic (one in each direction) with two designated bike lanes, and has flanking sidewalks. The bridges have undergone repairs related to damage done by Superstorm Sandy.

East–west streets (Douglass through 3rd Streets), carry predominantly one-way traffic through the primary study area, with 3rd Street being the only street that carries two-way traffic. Most of the streets terminate at the Canal. Second Street is privately owned and a portion of it is proposed to be improved as part of the as-of-right redevelopment of the Brooklyn Rapid Transit (BRT) Powerhouse, which will facilitate views to the Canal. Carroll Street, on either side of the bridge, retains its original cobblestone pavers, as do portions of some streets in the subarea, including Douglass Street west of the Canal. Presently, these streets are used predominantly for commercial and industrial uses. Street furniture typically includes fire hydrants, gate systems at bridge crossings, parking regulation signs, LED and cobra head streetlights, and bicycle racks. The Canal Corridor Subarea includes two CitiBike stations, one located at the intersection of Nevins and Union Streets, and the other at Bond and Carroll Streets.

Natural Features and Open Space

The approximately 100-foot-wide Gowanus Canal is the prominent natural feature that generally extends north–south through the western portion of the primary study area (see Photo 1 of **Figure**



Photograph Key Map

GOWANUS NEIGHBORHOOD REZONING AND RELATED ACTIONS

Figure 8-5

8-6). Although the Canal extends several blocks through the primary study area, because it is a waterway in an urban area its visibility is generally limited to only a few vantage points, including views from streets that terminate at the Canal, broader views from the three bridges within the primary study area that cross the Canal, and views from the recently constructed waterfront esplanades west of the Canal between Carroll and 1st Streets. These waterfront public access areas (WPAA) include trees, planted areas and amenities such as seating, lighting, and bike racks. Immediately to the south of the WPAA at 365 Bond Street, at the end of 2nd Street, is the Gowanus Canal Sponge Park, a green infrastructure pilot project implemented by the New York City Department of Environmental Protection, which also includes a kayak launch pad. Most waterfront properties along the Canal are privately owned; this further reduces public views to the Canal. Physical access to the Canal is largely restricted but is available to local water-based recreational enthusiasts from an access point at the termination of Sponge Park, at the end of 2nd Street and between Carroll and 1st Streets.

Buildings

The buildings along the Canal Corridor are primarily older one- to four-story industrial warehouses, several of which are located adjacent to paved and unpaved lots associated with the industrial buildings. Buildings adjacent to the Gowanus Canal north of Union Street are primarily industrial one- and two-story brick-faced warehouses with large footprints (see Photo 1 of **Figure 8-6**). Some buildings have smaller attached outbuildings made of cinderblock; some buildings are faced in corrugated metal. Buildings on Union Street between Nevins Street and the Canal include a four-story older brick-faced warehouse and a large rectangular one-story industrial building set back from the street by a paved parking lot and chain-link fence with corrugated metal, and the one- to two-story Union Street bridge Operator's House. Between the Canal and Bond Street are one-story former industrial buildings currently used as restaurants and event spaces.

There are a number of commercial and industrial buildings along the Canal between the Union Street and Carroll Street bridges. These one-story, brick-clad buildings are set back from the shoreline by parking lots (see Photo 2 of **Figure 8-6**). A larger industrial building sits adjacent to the Gowanus Canal on the side of Carroll Street. The warehouse has large garage openings with metal roll-down fences at the ground floor and a metal-siding-clad façade at the upper floor. West of the Canal on the south side of Carroll Street is a large, recently constructed apartment building that is set back from the street by paved areas and plantings, which is described in more detail below. The apartment complex also fronts on the Canal and 1st Street to the south. One- and two-story older brick-faced industrial buildings are on the north side of Carroll Street. Other buildings on this block of Carroll Street are one- and two-story industrial buildings with large footprints, two of which are in use as medical-related facilities.

On the west side of the Canal, between the Carroll Street and 3rd Street bridges, are two recently constructed 5- to 12-story buildings occupied with residential space, retail, and tenant amenity space. The buildings are set back from the shoreline to provide public access areas as discussed above (see Photo 3 of **Figure 8-7**). These buildings have lower base heights towards the Canal, side streets, and along the upland Bond Street frontages to provide a transition in height from the surrounding context and to the waterfront. Tallest portions of the buildings are located closer to the Canal and the esplanade. On the east side are large, older, one- and three-story industrial buildings. Other buildings in this area include the eight-story, masonry Romanesque revival-style former BRT Powerhouse at 322 3rd Avenue. The building is set back substantially from the Canal by a vacant area with a significant grade change, and is currently undergoing renovations. There is a proposal for a horizontal enlargement and adaptive reuse of the structure. The former BRT



Views north from the Union Street bridge of the Gowanus Canal and surrounding buildings **1**



Views north from the Carroll Street bridge of the Gowanus Canal and surrounding buildings between the two bridges **2**

Primary Study Area
Canal Corridor Subarea

Figure 8-6



Views north along the Gowanus Canal from the 3rd Street bridge **3**



Views east from Luquer and Smith Streets of Block 471 **4**

Primary Study Area
Canal Corridor Subarea

Powerhouse, along with four other buildings—the Gowanus Flushing Tunnel Pumping Station and Gate House at 196 Butler Street; the Somers Brothers Tinware Factory at 238-246 3rd Street; the Montauk Paint Manufacturing Company Building at 170 2nd Avenue; and the American Society for the Prevention of Cruelty to Animals (ASPCA) Rogers Memorial Building at 233 Butler Street were designated by the New York City Landmarks Preservation Commission (LPC) as New York City Landmarks (NYCL) in October 2019. The five buildings are located in the Upland Mixed-Use and Industrial and Commercial Subareas or (in the case of the Montauk Paint Manufacturing Company Building) in the secondary study area. The NYCL designation for these buildings is discussed in more detail in Chapter 7, "Historic and Cultural Resources." The north side of 3rd Street between 3rd Avenue and the Gowanus Canal includes a large one-story shed-like structure clad in metal panels that is oriented toward the street front and a one-story rectangular brick-faced building set back from the sidewalk. The remainder of this blockfront is characterized by chain-link fences with corrugated metal panels. The buildings on 3rd Street between the Gowanus Canal and Bond Street are a one-story industrial building with two taller corrugated metal-clad towers.

At the southern end of the primary study area, on the west side of the Canal, are two large properties—one a privately owned site and the other a City-owned site—bounded by 5th Street to the north, Hoyt and Smith Streets to the west, Huntington Street to the south, and the Canal to the east (see Photo 4 of **Figure 8-7** and Photo 5 of **Figure 8-8**). The City-owned site is approximately six acres occupying Block 471, Lots 1 and 100, and is bounded to the south by an approximately four-acre, privately owned parcel on Block 471, Lot 200. In total, the sites contain approximately 10 acres of land.

Buildings on these two properties are limited to several temporary trailers; a double height shed-like structure with a large garage opening and faced in corrugated metal panels; a small, two-story rectangular structure; a large, sprawling industrial structure with towers and various equipment; and a one-story rectangular building near the Canal. Several cinderblock walls are located throughout the properties (see Photo 6 of **Figure 8-8**).

Visual Resources

In the Canal Corridor Subarea, there are three visual resources. These visual resources are the Gowanus Canal, the former Williamsburgh Savings Bank Building in Downtown Brooklyn, and Carroll Street bridge. The Gowanus Canal extends north–south through the western portion of the primary study area. Along the Canal, views are more expansive upland to the north, south, east, and west because of the primarily low-rise industrial buildings and vacant or underdeveloped lots adjacent to the Canal. Views along the Canal also include three bridges—the Union Street bridge, Carroll Street bridge, and the 3rd Street bridge—that span the Canal and physically connect the neighborhoods east and west of the Canal (see **Figure 8-6** and Photo 3 of **Figure 8-7**). These bridges are low-scale structures that do not substantially limit views along the Canal.

Views along the Canal to the north include tall buildings in Downtown Brooklyn; the 21-story (approximately 182-foot-tall) residential towers of the New York City Housing Authority's (NYCHA) Wyckoff Gardens housing complex; and the six- to 14-story (approximately 80- to 125-foot-tall) residential towers of NYCHA's Gowanus Houses to the northwest. Closer views along the Canal to the east and west include low-rise one- to four-story industrial buildings with large footprints, both smaller and larger residential buildings (some of which are newer buildings), and commercial buildings (see Photo 7 of **Figure 8-9**). Views also include both new and mature street trees. Views to the south are similar, with low-rise one- to four-story industrial buildings with



Views east from Huntington and Smith Streets of Block 471 **5**



Interior view of the two large properties at the southern end of the primary study area **6**

Primary Study Area
Canal Corridor Subarea

Figure 8-8



Views east from the west side of the Gowanus Canal along Sackett Street include low-rise industrial buildings **7**



Views south from the 3rd Street bridge include low-rise industrial buildings and the IND Subway Viaduct in the distance **8**

Primary Study Area
Canal Corridor Subarea

large footprints and vacant lots. Views to the south also include the elevated IND Subway Viaduct that is located in the secondary area to the southwest (see Photo 8 of **Figure 8-9**).

Views along the Canal Corridor also include more distant visual resources that are located in the secondary study area, such as the former Williamsburgh Savings Bank Building in Downtown Brooklyn. Views from the 3rd Street bridge include the clock tower portion of the former Williamsburgh Savings Bank Building to the northeast. The Williamsburgh Savings Bank, also known as One Hanson Place, is a neo-Romanesque 41-story (approximately 470-foot-tall) building with a base of granite and limestone with brick and terra cotta detailing above.

Views from vantage points adjacent to Block 471 include east–west views on 5th and Huntington Streets, and north–south views along Smith and Hoyt Streets (see **Figure 8-10**). The east–west view along 5th Street includes low-rise, one- to three-story older residential and industrial buildings along the north side of the street, while to the south and east views to the site include a chain-link fence with green fabric, shielding views of the interior from pedestrians (see Photo 11 of **Figure 8-11**). East of Smith Street at 9th Street is the IND Smith-9th Street Subway Station and Viaduct (the IND Subway Viaduct), a visually prominent feature south of Block 471. Due to the viaduct's location and height, it obscures views to the south and east.

To the south of the site is Huntington Street. Views along this street are limited due to the chain-link fencing, which blocks distant views to the north of Downtown Brooklyn, the former Williamsburgh Savings Bank Building, and other buildings within the primary study area. To the east where the street terminates at the Gowanus Canal, views include the Canal and the industrial complex on the east side of the Canal. To the west, along Huntington Street, views include the IND Subway Viaduct and Carroll Gardens farther to the west in the secondary study area. The top of the bell tower of the St. Mary Star of the Sea Church is visible from certain vantage points. North–south along Smith Street, views to the west include the IND Subway Viaduct, as well as the St. Mary's Playground that is located below the viaduct within the secondary study area. To the east, views include the perimeter chain link fencing with green fabric. To the north and south, views include distant views of tall buildings in Downtown Brooklyn, the elevated viaduct, and mature street trees. As described above, Block 471 is largely vacant apart from its use in connection with Superfund remediation activities (dredging and staging work). Therefore, there are no visual resources on the site.

4TH AVENUE CORRIDOR SUBAREA

Urban Design

Streets

Fourth Avenue is an approximately 120-foot-wide, north–south thoroughfare within the primary study area. The two-way street runs along the eastern portion of the primary study area. The traffic is separated by low, concrete medians between each intersection (see Photo 12 of **Figure 8-11**). Parking is located on both sides of the street, with a bike lane along the western edge of the avenue. Between 1st and 15th Streets, the designated bike lane, painted green, runs along the curb, separated from southbound traffic by a painted median and parking. The remainder of the bike lane along 4th Avenue is located between the on-street parking and the southbound traffic lanes. Narrower east–west streets (Pacific through 15th Streets), carry predominantly one-way traffic through the primary study area. The streets are used primarily for residential and commercial parking. Street furniture within the area includes fire hydrants, benches, trash cans, newspaper stands, parking regulation and bus stop signs, cobra head streetlights, bicycle racks, and



Views south from Hoyt Street just south of 4th Street **9**



Views south along Smith Street from 4th Street include the IND Subway Viaduct in the distance **10**

Primary Study Area
Canal Corridor Subarea

Figure 8-10



Low-rise residential buildings and green construction fencing along Block 471 along 5th Street **11**



Views north along 4th Avenue just north of Baltic Street; The avenue's north-south traffic lanes are separated by a low concrete median. **12**

Primary Study Area
Canal Corridor and 4th Avenue Corridor Subareas

mailboxes. Three CitiBike stations are located at the intersections of 4th Avenue and 9th, Union, Douglass, and Dean Streets.

Fourth Avenue is characterized by vehicular, truck, bicycle, and pedestrian traffic, which can be heavier along portions of the avenue occupied with ground-floor retail, such as between Pacific Street and St. Marks Place. The sidewalks along 4th Avenue range from 10 to 17 feet wide. Large vehicles and delivery trucks are common along 4th Avenue. The D, N, and R subway lines run underneath 4th Avenue, and the B103 bus route runs south along 4th Avenue to the Prospect Expressway. Subway station entrances are located along 4th Avenue at 9th, Union, and Pacific Streets.

Natural Features and Open Space

The topography is generally flat along 4th Avenue. Natural features in the primary study area along 4th Avenue are limited to street trees and two open spaces that include playgrounds and recreational fields. The J.J. Byrne Playground, a New York City Park, occupies the block bounded by 4th and 5th Avenues between 3rd and 4th Streets. The park contains playground equipment along 5th Avenue with mature trees, spray showers, a small grassy area, and benches. Between the playground and the recreational fields along 4th Avenue is the S/NR-listed Old Stone House of Brooklyn, which is described in Chapter 7, "Historic and Cultural Resources." The eastern portion of the park is enclosed by a decorative metal fence, while the recreational fields along 4th Avenue and 3rd Street are enclosed by high chain-link fencing lined with street trees along the sidewalk. The 4th Avenue frontage also includes a planted buffer adjacent to the fence. Washington Park, a New York City Park on 5th Street between 4th and 5th Avenues, is a large, paved area enclosed by a metal fence. The park includes handball courts, basketball courts, a dog run, and a skate park.

Buildings

Buildings on 4th Avenue are generally built to the sidewalk and include smaller one- to four-story older row houses and tenements faced in brick with ground-floor retail, as well as recently constructed 10-to-12 -story residential and mixed-use buildings. Many buildings are occupied with ground-floor non-residential space and have signage on canopies, affixed to the building façade or projecting from the façade. North of Baltic Street, buildings along 4th Avenue are predominantly comprised of three- to four-story, early 20th century residential buildings with ground-floor retail. These buildings are built along the sidewalk and have small footprints. They are clad in brick and brownstone.

Smaller two-story industrial buildings occupy the blockfront between Degraw and Sackett Streets on the west side of 4th Avenue. These buildings have ground-floor retail. Several taller, recently constructed apartment buildings are concentrated on 4th Avenue between Butler and Douglass Streets, Degraw and 9th Streets, and between 9th and 15th Streets (see **Figure 8-12**). These recently constructed buildings are generally faced in masonry veneer or other façade treatments, and have large window openings, terraces, and balconies. These buildings typically have large footprints and are built to the sidewalk with ground-floor retail or medical offices, or parking garages. In 2011, an Enhanced Commercial District was mapped to require active ground floors to ensure a more lively pedestrian experience along 4th Avenue and to prohibit residential buildings with ground-floor parking enclosed by blank walls that result in an inactive and uninviting streetscape. Many of the recently constructed buildings that have ground-floor retail utilize the "Qualifying Ground Floor" (introduced as part of the citywide 2016 Zoning for Quality and Affordability Text Amendment) which allows for better quality ground-floor spaces with



Long views north along 4th Avenue from 2nd Street; **13**
A large, one-story warehouse occupies the streetfront between 1st and 2nd Streets.



Long views south along 4th Avenue from 12th Street **14**

Primary Study Area
4th Avenue Corridor Subarea

Figure 8-12

higher floor-to-ceiling heights. The newer tall residential buildings generally occupy corner sites, though some are located midblock.

Several automobile-related buildings are located on 4th Avenue. These include two gas stations that are located on the west side of 4th Avenue between Douglass and Degraw Streets and between Union and Sackett Streets. Several garage buildings are located on the west side of 4th Avenue between Carroll Street and 1st Street. A two-story garage is located at the southwest corner of Carroll Street. It has garage openings on both 4th Avenue and Carroll Street. A one-story garage building occupied by a car wash is located at the corner of 1st Street. The building is set back from 4th Avenue by a paved parking lot. A taxi dispatcher garage is located between 3rd and 6th Streets. The one-story, approximately 16,400-square-foot (sf) building is long and rectangular and has many garage openings with roll-down metal gates.

There are also a few warehouses on 4th Avenue. A one-story, approximately 56,000-sf warehouse occupies the entire street front between 1st and 2nd Streets (see Photo 13 of **Figure 8-12**). A three-story U-Haul moving and storage facility with a large, approximately 76,000-sf footprint is located at the northwest corner of 6th Street. It is set back from 4th Avenue by a paved parking lot and is enclosed by a decorative fence. Recently constructed big box retail buildings are located at 3rd Street. These two buildings are set back from 4th Avenue by paved parking lots with chain-link fences.

An older church occupies the blockfront between 8th and 9th Streets, with its primary entrance on 9th Street. The church has several crosses and decorative finials on its steeply pitched roof. South of the church is the IND 4th Avenue Station subway bridge, which spans 4th Avenue between 9th and 10th Streets. The associated subway station has entrances on the east and west sides of 4th Avenue that are characterized by masonry cladding and multiple doorways.

Visual Resources

The former Williamsburgh Savings Bank Building, the former Public Bath No. 7, and the IND 4th Avenue Station are the only visual resources in the 4th Avenue Corridor Subarea. Fourth Avenue is a long and wide corridor that extends north–south along the eastern edge of the primary study area (see Photo 12 of **Figure 8-11** and **Figure 8-12**). Views to the north along 4th Avenue are long due to the flat topography and include tall buildings in the distance in Downtown Brooklyn, including the former Williamsburgh Savings Bank building; several taller, recently constructed 10- to 12-story apartment buildings described above; many two- to four-story early 20th century brick-faced residential buildings with ground-floor retail; and one- to two-story industrial buildings, warehouses, and garages. Views to the south along 4th Avenue also include several tall recently constructed apartment buildings.

The neo-Renaissance former Public Bath No. 7 at the northeast corner of 4th Avenue and President Street is a visual resource that is visible along 4th Avenue roughly between Union Street and Garfield Place. While many intervening buildings along 4th Avenue block longer views of this visual resource, it is visually prominent from nearby vantage points due to its light stone cladding, decorative detailing, and overall architectural character. To the south is the St. Thomas Aquinas Church. The church and its spire are visible along 4th Avenue, north of 9th and 10th Streets, and south to 13th Street within the primary study area. The IND 4th Avenue Station is another visual resource on 4th Avenue near the intersection at 9th Street. As mentioned previously, the subway station's bridge spans 4th Avenue, and is an Art Deco-style structure that has a steel arch and massive brick piers. The bridge is visible in northward views from 15th Street and southward

views from Carroll Street. This enclosed bridge structure terminates longer views to the south on 4th Avenue.

INDUSTRIAL AND COMMERCIAL SUBAREA

Urban Design

Streets

The Industrial and Commercial Subarea encompasses several non-contiguous portions of the primary study area on the east and west sides of the Canal, and includes segments of many streets. The streets include: Butler, Douglass, Degraw, Sackett, President, and 6th Streets between 3rd and 4th Avenues; 3rd Avenue south of 3rd Street; sections of 3rd Street between 4th Avenue and Hoyt Street; Hoyt Street between 3rd and 5th Streets, and 4th Street, west of the Canal. Butler, Douglass, Degraw, Sackett, President, 6th, and 4th Streets are 60-foot-wide east–west streets that carry one-way traffic through the primary study area. With on-street parking on both sides of the street, there are no designated bike lanes on any of the streets except Degraw Street. The streets are used predominantly for commercial purposes and generally do not have a lot of pedestrian traffic (see Photo 15 of **Figure 8-13**). The sidewalks along Butler, Douglass, Degraw, Sackett, President, 6th, and 4th Streets range from 13 to 18 feet wide.

Third Street and 3rd Avenue, discussed in more detail below, are both two-way and 80 feet wide within this subarea. On-street parking is available on both sides of 3rd Avenue just south of 3rd Street, with a designated bike lane along the west side of the avenue, separated from traffic by a painted median. Parking is used primarily for commercial parking. On-street parking is not available on 3rd Street east of 3rd Avenue, while on-street parking is available west of the Canal. Designated bike lanes are available in the eastbound and westbound directions, separated from traffic by a painted median for a portion of 3rd Street between the Canal and Bond Street. The sidewalks along 3rd Street and 3rd Avenue range from 11 to 17 feet wide.

Hoyt Street is a 50-foot-wide street carrying traffic southbound north of 4th Street, and functions as a two-way street south of 4th Street. North of 4th Street, on-street parking is available on the east side of the street. South of 4th Street, no on-street parking is available.

Street furniture within the subarea includes bicycle racks, fire hydrants, parking regulation signs, planter boxes, as well as LED and cobra head streetlights. No bus routes run through the subarea, except for the section of 3rd Avenue, along which the B103 and B37 run north and south.

Natural Features and Open Space

The topography is predominantly flat in the Industrial and Commercial Subarea east of the Canal, while to west of the Canal, the topography slopes gently upwards into Carroll Gardens. Natural features in this subarea are limited to young and mature street trees.

Buildings

Buildings in the Industrial and Commercial Subarea consist primarily of low-scale industrial buildings with large footprints (see Photo 16 of **Figure 8-13** and Photo 17 of **Figure 8-14**). Buildings between 3rd and 4th Avenues consist predominantly of one- and two-story garages built to the sidewalk along the midblock. A nine-story hotel and a gas station with a one-story kiosk and canopy and a car wash along Baltic Street anchor the end of Butler Street at 3rd Avenue. The Industrial and Commercial Subarea between Nevins and Bond Streets consists of an older, four-story industrial building at the northwest corner of Nevins and Butler Streets (see Photo 18 of



Views west along 4th Street from Bond Street; The street has little pedestrian traffic, with parking on both sides of the street. **15**



Views west along President Street of buildings in the Industrial and Commercial Subarea **16**

Primary Study Area
Industrial and Commercial Subarea

Figure 8-13



One- to two-story industrial buildings between 6th and 7th Streets along 3rd Avenue **17**



Older, four-story industrial building on the northwest corner of Nevins and Butler Streets **18**

Primary Study Area
Industrial and Commercial Subarea

Figure 8-14

Figure 8-14). The building has loading docks and window openings on both Butler and Nevins Streets, with many of the windows infilled. The building has a one-story portion that extends along Nevins Street to Baltic Street. Also fronting on the north side of Butler Street is the ASPCA Memorial Building at 233 Butler Street. This two-story building is faced in brick and has three entrances opening onto Butler Street.

Douglass Street on the west side of 4th Avenue includes a two-story residential building with ground-floor retail on the northwest corner with a small footprint. A gas station with a one-story building, a high flat canopy structure, and a large paved parking lot is located on the southwest corner. Between 3rd and 4th Avenues, Douglass Street consists primarily of one- and two-story garages and industrial buildings built to the sidewalk with two row houses and a tenement midblock. At the southwest corner of Degraw Street and 4th Avenue is a four-story row house with ground-floor retail with most of its decorative elements removed. The building has a small rectangular footprint. The two-story concrete building at the northwest corner of Degraw Street and 4th Avenue has large graffiti murals on its street façades, with the building's long façade extending along Degraw Street. It has recently been converted to a dance studio and has a large window fronting Degraw Street. Most buildings on the block between 3rd and 4th Avenues are built to the sidewalk, creating a consistent street wall. These buildings are primarily one- and two-story older garage buildings that are faced in brick, have modest automobile-related decorative elements, and garage door openings with rolling metal gates (see Photo 19 of **Figure 8-15**). There are three three- and four-story buildings on the north side of the block, one of which is part of New York-Presbyterian Hospital, one is a hotel, and the third is a mixed-use building. Another medical facility occupies a one-story building on the block.

Just south along Sackett Street on the west side of 4th Avenue is a gas station with a one-story kiosk, a canopy structure, and a large paved parking lot; and a one-story industrial building located adjacent to a four-story building with large murals on its south façade that are visible above the one-story building. The buildings on Sackett Street between 3rd and 4th Avenues are similar to the portion of the Industrial and Commercial Subarea to the north, and are one- and two-story garages and industrial buildings that are brick-faced and have garage openings with metal roll-down gates and windows with wire protective mesh. These buildings are built to the sidewalk with footprints of various size, but most occupy nearly their entire lots (see Photo 20 of **Figure 8-15**). There are a few through-block buildings with frontages on Sackett and Degraw Streets to the north or Union Street to the south. This portion of Sackett Street also includes a large undeveloped site that contains equipment and parked vehicles enclosed by a chain-link fence. A paved parking lot for the hotel occupies a large site with frontage along Sackett Street.

Buildings within the Industrial and Commercial Subarea along President and Carroll Streets, between 3rd and 4th Avenues, include a mix of three- and four-story tenement buildings, and one- to three-story industrial buildings. Two, approximately six-story hotels and a ten-story manufacturing building are under construction along President and Carroll Streets. The industrial buildings in this portion of the subarea are generally built to the sidewalk and have large footprints; residential buildings typically have smaller footprints.

South of 3rd Street along 3rd Avenue, adjacent to the five-story building that is presently used as a school, is a large parking lot enclosed by a chain-link fence. The building associated with the parking lot is set back from the sidewalk, with its frontage along 4th Avenue. A six-story (approximately 60-foot-tall) hotel has recently been constructed at the northeast corner of 3rd Avenue and 6th Street, and is faced in squared masonry and banded wood panels (see Photo 17 of **Figure 8-14**). Several older buildings with small footprints are located between 6th and 7th



Views east along Degraw Street of low-scale industrial buildings **19**



Views east along Sackett Street of low-scale industrial buildings built to the sidewalk **20**

Primary Study Area
Industrial and Commercial Subarea

Figure 8-15

Streets, all of which are located just outside the primary study area. These buildings include a mix of small industrial buildings, row houses with ground-floor retail, and garages.

West of the Canal, generally located between 3rd and 5th Streets from the Canal to Hoyt Street, are multiple one- to four-story industrial buildings, offices, and garages built to the sidewalk (see **Figures 8-16** and **8-17**). These buildings are faced in red and tan brick. Many of the buildings have multiple garage openings and pedestrian entrances with roll-down metal gates. Many of the buildings are symmetrically fenestrated, with ground floor windows covered with protective metal bars. The generally rectangular-shaped buildings have predominantly large footprints, occupying the entirety of the lots. Several vacant lots used for parking are located in the midblock on the north side of 4th Street between Bond and Hoyt Streets. The parking lots located midblock between Bond and Hoyt Streets from 3rd to 4th Streets are gravel surfaces, enclosed by chain-link fencing along 3rd Street. A paved parking lot sits at the southeast corner of Hoyt and 5th Streets. Enclosed by chain-link fencing, a roll-down metal gate that serves as the main entrance is located along Hoyt Street, with another along 5th Street.

Visual Resources

The Industrial and Commercial Subarea's only visual resource is the Gowanus Canal. Views along the streets in the Industrial and Commercial Subarea are generally long due to the flat topography. Views along Butler Street are long, terminating to the west at one of the four-story buildings that are part of the NYCHA Gowanus Houses residential complex on the west side of Bond Street. Views to the east are also long and extend beyond 4th Avenue. Along Butler Street, within the primary study area, views include one- to four-story masonry-faced industrial buildings (two recently constructed), a large mural on the side of a building at the corner of Butler Street and 3rd Avenue, a large vacant lot at the northeast corner of Butler and Nevins Streets, two hotels (six-story and nine-story, approximately 70 and 100 feet tall, respectively), and two- to four-story brick- and vinyl-faced residential buildings. Longer views to the east extend beyond the primary study area and include street trees and tall residential buildings in the distance at Grand Army Plaza. South of Butler Street, along Degraw and Douglass Streets, the streets provide long east and west views to buildings fronting the street due to the low-rise buildings in the primary and secondary study areas (see Photo 19 of **Figure 8-15**). Views west along the street include young and mature street trees, Thomas Greene Playground, low-rise brick-faced industrial buildings and warehouses, and the Gowanus Canal. Longer, more distant views on the streets include mature street trees, one-story industrial buildings, low-rise residential buildings, and taller apartment buildings in the distance to the northwest—including the apartment buildings in the Gowanus Houses building complex.

Views along Sackett, President, and Carroll Streets primarily include one- to three-story brick industrial and warehouse buildings, three- to four-story residential buildings, and a few vacant and underdeveloped lots (see Photo 20 of **Figure 8-15**). Sackett Street on the east side of the Canal terminates at Nevins Street. Similar to views on Degraw Street, views on Sackett, President, and Carroll Streets to the east of 4th Avenue include mature street trees and low-rise, two- to four-story residential buildings.

Looking west along 3rd Street, views slope gently upwards, and include one- to four-story industrial and commercial buildings, predominantly along the south side of the street. On the north side of 3rd Street, west of Bond Street are two- to four-story tenements, row houses, and newer residential buildings of Carroll Gardens. The street is lined with young and mature street trees. Views along 4th, 5th, and 6th Streets are similar to the other streets with low-scale industrial buildings and a few young street trees. Along 6th Street, looking east, views include many of the



Views south along Bond Street just south of 3rd Street of industrial buildings built out to the sidewalk **21**



Views east along 3rd Street of industrial buildings to the south and residential buildings to the north **22**

Primary Study Area
Industrial and Commercial Subarea

Figure 8-16



Views south along Hoyt Street just north of 4th Street **23**



Views east along 4th Street just east of Smith Street **24**

Primary Study Area
Industrial and Commercial Subarea

Figure 8-17

large-scale residential buildings along 4th Avenue with Park Slope in the distance. Views south along 3rd Avenue, south of 3rd Street, are also generally limited to low-scale industrial buildings and warehouses, large underdeveloped lots. Only a few young street trees are present.

RESIDENTIAL SUBAREA

Urban Design

Streets

Two streets run along the Residential Subareas on the edges of the primary study area. Warren Street, located at the northern edge of the primary study area, is a one-way, 60-foot-wide street. Parking is available on both sides of the street, and is used primarily for residential parking (see Photo 25 of **Figure 8-18**). Street furniture includes cobra head streetlights, fire hydrants, parking regulation signs, and a mailbox. Bond Street is a one-way, north–south street along the western edge of the primary study area. The street is 60 feet wide north of Douglass Street, transitioning to 50 feet wide south of Douglass Street (see Photo 26 of **Figure 8-18**). Parking is located on the west side of the street, with a designated bike lane along the eastern edge of the street beginning at 3rd Street and running north. Parking is primarily used for commercial and residential purposes. North of Douglass Street, on-street parking is available on both sides, with the designated bike lane running just west of the parking along the eastern edge of the street (see Photo 27 of **Figure 8-19**). Street furniture along Bond Street includes fire hydrants, fire alarm boxes, parking regulation signs, LED streetlights, and mailboxes. A CitiBike station is located at the intersection of Bond and Carroll Streets. The sidewalks along Warren Street range from 9 to 13 feet wide, while they range from 10 to 12 feet wide along Bond Street. No bus routes run along either street.

Natural Features and Open Space

Natural features in the Residential Subarea are limited primarily to young and mature street trees. Enclosed front gardens along Warren Street also include low shrubbery and plantings.

Buildings

The buildings between Nevins and Bond Streets, on the south side of Warren Street, are primarily older, two- and three-story row houses with raised basements (approximately 30 to 35 feet tall). These buildings generally have small footprints, are faced in masonry, and are set back from the sidewalk by decorative fencing (see Photo 25 of **Figure 8-18**).

The other portion of the Residential Subarea along Bond Street is composed of a parking lot, part of the St. Mary Star of the Sea senior housing complex, located on the southern portion of the property and two older, two-story residential buildings that sit side-by-side along Carroll Street (see Photo 28 of **Figure 8-19**). Greenspace encompasses the remainder of the property. A chain-link fence encompasses the property, except where the two residences are present.

Visual Resources

There are no visual resources in the Residential Subarea. Views east and west along Warren Street provide views of mature street trees and early 20th century, low-scale row houses and apartment complexes along the north and south sides of the street. East and west along the block, the 14-story Gowanus Houses and the 21-story Wyckoff Gardens NYCHA developments are visible.

Views from Bond Street include certain tall buildings in Downtown Brooklyn in the distance (see Photo 28 of **Figure 8-19**). Most views on Bond Street include smaller and older three- and four-story row houses and one- to three-story early-20th-century brick-faced industrial buildings,



Older residential buildings along Warren Street; Used primarily for residential parking, there is parking on both sides of the street. **25**



Views south of Bond Street north of Douglass Street show parking on both sides of the street and a designated bike lane **26**

Primary Study Area
Residential Subarea

Figure 8-18



Views south along Bond Street just south of Butler Street show Bond Street's transition to 50 feet wide **27**



Views north along Bond Street from 1st Street include older residential buildings to the west and the new building at 363 Bond Street **28**

Primary Study Area
Residential Subarea

Figure 8-19

including garages and warehouses (see Photo 29 of **Figure 8-20**). Views are similar on 1st and Carroll Streets, west of Bond Street. Two recently constructed 12-story (approximately 120-foot-tall) apartment buildings at 363 and 365 Bond Street that front on the Gowanus Canal, are visible as well. Views to the south in the secondary study area include a portion of the IND Subway Viaduct.

UPLAND MIXED-USE SUBAREA

Urban Design

Streets

The primary north–south thoroughfare within the Upland Mixed-Use Subarea is 3rd Avenue. 3rd Avenue is a two-way local truck route that is a 70-foot-wide street north of Carroll Street and 80 feet wide south of Carroll Street (see Photo 30 of **Figure 8-20**). On-street parking is available on both sides of 3rd Avenue, with a designated bike lane along the west side of the avenue, separated from traffic by a painted median. Parking is used primarily for commercial parking. Another north–south street corridor is Nevins Street, a 50-foot-wide, one-way street that terminates at Carroll Street (see Photo 31 of **Figure 8-21**). Nevins Street has parking on both sides with bike route markings on sections of the street. Sidewalks range from 11 feet to 12 feet wide. Street furniture typically includes fire hydrants, LED streetlights, fire alarm boxes, and parking regulation and bus stop signs. Four CitiBike stations are located along 3rd Avenue at intersections with Douglass, Carroll, 3rd, and 7th Streets. The B37 and B103 bus routes run north and south along 3rd Avenue.

The primary east–west thoroughfare within the subarea is Union Street. West of the Canal, Union Street is 60 feet wide, expanding to 80 feet wide east of the Canal. This one-way street runs through the central portion of the primary study area. Parking is located on both sides of the street, with a designated eastbound bike lane adjacent to the on-street parking (see Photo 32 of **Figure 8-21**). Additional east–west streets in the subarea are Baltic, Degraw, Douglass, President, Carroll, 1st, 4th, and 5th Streets which are all 60-foot-wide (see **Figure 8-22**). These streets are generally one-way with on-street parking on both sides of the street. The sidewalks range from 10 feet to 17 feet wide. Street furniture along these streets includes fire hydrants, LED streetlights, planter boxes, bicycle racks, mailboxes, and parking regulation signs. No bus route run along these streets.

Natural Features and Open Space

Natural features in the Upland Mixed-Use Subarea are limited primarily to young and mature street trees, with sidewalk planters with small shrubs on Carroll Street.

On the north side of Baltic Street, between 3rd and 4th Avenues, is the Warren Street Houses Playground (the playground is located in the secondary study area). Thomas Greene Playground, which is encompassed by the subarea to the north, east, and south, is a New York City Department of Parks & Recreation (NYC Parks) open space that occupies a full city block bounded by Douglass Street to the north, Nevins Street to the west, Degraw Street to the south, and 3rd Avenue to the east. Though the park is located within the secondary study area, it is discussed in detail in this section of the analysis because the surrounding buildings are physically situated around this block-long playground. Douglass and Degraw Streets have gradual inclines between Nevins Street and 3rd Avenue; therefore, the park is elevated along Nevins Street and is at-grade along 3rd Avenue.



Views north along Bond Street just south of Union Street **29**



3rd Avenue is a 70-foot-wide, two-way street north of Carroll Street. **30**

Primary Study Area
Residential and Upland Mixed-Use Subareas



Views south along Nevins Street, a 50-foot-wide, one-way street that dead-ends at Carroll Street **31**



Views east along Union Street show parking on both sides of the street and a designated eastbound bike lane. Low-scale industrial buildings line both sides of the street. **32**

Primary Study Area
Upland Mixed-Use Subarea

Figure 8-21



View west along Baltic Street just west of 4th Avenue **33**



Views west along President Street just west of 3rd Avenue shows parking on both sides of the street **34**

Primary Study Area
Upland Mixed-Use Subarea

Figure 8-22

Handball courts are located within the western end of the park along Nevins Street, with a tall chain-link fence at the perimeter (see Photo 35 of **Figure 8-23**). East of the handball courts is the Douglass and Degraw Pool, also known as the "Double D" (or "D&D") Pool, which has an entrance on Douglass Street. Sections of tall and shorter decorative metal fencing and low concrete walls form the perimeter of the pool area of the park, which contains the D&D Pool, a smaller kiddie pool, restrooms, a first aid station, picnic tables, and benches. Directly to the east of the pool area are basketball courts and a paved recreational area enclosed to the north and south by tall chain-link fencing and to the east by a decorative metal fence. The decorative fence separates the recreational area from the landscaped playground area, which includes benches, picnic tables, playground equipment, and mature trees.

Buildings

Buildings in the Upland Mixed-Use Subarea consist of almost entirely of low-rise buildings along 3rd Avenue, with most having one to three stories, that are primarily industrial and garage buildings with several vacant lots and paved parking areas located adjacent to the buildings along Nevins Street. One-story warehouses and two- to four-story row houses and tenements are located along east–west streets.

The buildings on the south side of Baltic Street between 4th Avenue and Nevins Street, and on both sides of Baltic Street between Nevins and Bond Streets, are included in the primary study area. Buildings along Baltic Street generally are smaller in scale except for the buildings just west of 4th Avenue towards Nevins Street, along the north side of the street. Buildings in the primary study area are predominantly two- to four-story row houses and tenements and one-story warehouses finished with brick, cinder block, or stucco. Just west of 4th Avenue on the south side of Baltic Street is a one-story warehouse building that runs through to Butler Street along the sidewalk with no setbacks. Three, four-story brick-clad tenements are located midblock, one of which stands alone. The buildings at 566 and 568 Baltic Street have raised stoops and include decorative stone lintels and intact cornices. On the southeast corner of Baltic Street and 3rd Avenue is a one-story car wash with its entrance along Baltic Street. Between Nevins Street and 3rd Avenue are one-story warehouses faced in cinder block and brick. There is a large undeveloped lot at Nevins and Baltic Streets, which has an approximately 225-foot frontage on Baltic Street and an approximately 200-foot frontage on Nevins Street, enclosed by a chain-link fence.

The building at 255 Butler Street is a one-story warehouse with concrete infilled windows. The one-story building transitions to four stories along Nevins Street; west of the vacant lot on the northwest corner of Nevins and Baltic Streets, is a newly constructed four-story brick-faced building. Midblock along Baltic Street are one-story brick- and stucco-faced warehouses with roll-down metal doors. These buildings are built to the sidewalk (see Photo 36 of **Figure 8-23**). At 468 Baltic Street is a three-story building completed in 2013. The ground floor is clad in brick with pre-fabricated paneling on the stories above. Towards Bond Street are one-story brick warehouses and two-story residences that have been altered. The buildings along this section of Baltic Street generally have small footprints and range from one to three stories tall.

Structures between Baltic and Union Streets along 3rd Avenue are primarily large, one-story industrial buildings with large footprints, multiple garage openings with roll-down gates, pedestrian entrances with roll-down gates, and some windows—many of which are covered by wire mesh (see **Figure 8-24**). Other buildings in this section of 3rd Avenue include a one-story car wash and a gas station located between Baltic and Butler Streets. The car wash occupies a one-story garage building with vehicular entrances, and the gas station includes a small one-story kiosk



The handball courts of Thomas Greene Playground between Douglass and Degraw Streets along Nevins Street **35**



Views west along Baltic Street just east of Nevins Street include primarily large, one-story industrial buildings built to the sidewalk **36**

Primary Study Area
Upland Mixed-Use Subarea

Figure 8-23



Low-scale industrial buildings and parking lot just south of Thomas Greene Playground along 3rd Avenue **37**



One-story industrial buildings along 3rd Avenue just north of Union Street **38**

Primary Study Area
Upland Mixed-Use Subarea

Figure 8-24

and a flat canopy structure. A large, paved parking lot occupies the area between the buildings. A nine-story masonry and glass-faced hotel occupies part of the blockfront at Butler Street, with the remainder of the blockfront containing a paved parking lot for the hotel. The west side of 3rd Avenue between Baltic and Butler Streets is occupied by a one-story warehouse. Other industrial buildings with large footprints that occupy their lots fully are the one-story building that occupies the blockfront between Douglass and Degraw Streets, the one-story industrial building with a gabled roofline on the northwest corner of 3rd Avenue and Union Street, and the one-story, brick-faced industrial building on the east side of 3rd Avenue between Union and Sackett Streets. These buildings have several garage openings with metal roll-down gates and metal mesh over windows.

Buildings on Union Street between 3rd and 4th Avenues include two older, four-story residential buildings faced in masonry with ground-floor retail; a one-story commercial building; and a gas station with a one-story kiosk, a high flat canopy structure, and a large paved parking lot. The gas station occupies the blockfront on 4th Avenue and has frontages on Sackett and Union Streets. This section of Union also includes one-story older garage buildings with large footprints and garage openings with metal roll-down screens and older four-story tenement buildings that are faced in brick. Two four- and eight-story recently constructed hotels are located on the north side of the street at 625 Union Street and 647 Union Street. The eight-story hotel is set back from the street by a paved driveway. The block also includes undeveloped lots containing cars and enclosed by chain-link fences (see Photo 39 of **Figure 8-25**). Union Street between 3rd Avenue and Nevins Street includes several older one-story industrial buildings with large footprints and garage openings, older two- and three-story townhouses and tenement buildings, and a garage with an adjacent paved parking lot (see Photo 32 of **Figure 8-21**).

Continuing south down 3rd Avenue, buildings between Union and 1st Streets are primarily older, two- and three-story residential structures with ground-floor retail (see Photo 40 of **Figure 8-25**). These buildings generally have small footprints, are faced in masonry, and are built to the sidewalk. A five-story, brick-faced hotel with punched windows is located at the northeast corner of 3rd Avenue and President Street. At the intersection of 1st Street and 3rd Avenue are two four-story storage facilities ranging from approximately 19,500 sf to 20,300 sf, located on the west side of 3rd Avenue (see Photo 41 of **Figure 8-26**). A large shed-like structure is located at the northwest corner of 3rd Avenue and 3rd Street, with a four-story industrial building located at the southeast corner of 3rd Avenue and 3rd Street (see Photo 42 of **Figure 8-26**). A large, two-story grocery store and large parking lot is located on the west side of 3rd Avenue immediately north of the Gowanus Canal just outside the primary study area. South of 3rd Street, past the four-story industrial building on the southeast corner, is a gated parking lot and a one- and five-story building that are presently used as a school.

At the northwest corner of Nevins and Butler Streets is an older, four-story industrial building that has two frontages. The building has a one-story portion that extends along Nevins Street to Baltic Street. Across from this building, on the east side of Nevins Street, the entire blockfront between Butler and Baltic Streets is a vacant lot enclosed by a chain-link fence.

Buildings on the blockfronts facing Thomas Greene Playground are primarily older industrial buildings. On Douglass Street, there is a three- and four-story brick-faced warehouse and several one-story garages and two-story warehouses. The buildings include older industrial brick-faced buildings and warehouses. Degraw Street has a one-story industrial building with a large footprint. Several undeveloped lots are used for parking (see Photo 37 of **Figure 8-24**).

The buildings between Butler and Carroll Streets are primarily one- and two-story brick-faced industrial buildings and garages, most of which have large footprints (see Photo 31 of **Figure**



One-story garages, older residential buildings, and new hotel construction along Union Street just west of 4th Avenue **39**



Views north along 3rd Avenue from Carroll Street include older, two- and three-story residential structures with ground-floor retail **40**

Primary Study Area
Upland Mixed-Use Subarea

Figure 8-25



Views west from 1st Street and 3rd Avenue **41**



Views east along 3rd Street from 3rd Avenue include a four-story industrial building to the south **42**

Primary Study Area
Upland Mixed-Use Subarea

Figure 8-26

8-21). Most buildings are built to the sidewalk; however, a garage at the corner of Union Street is set back from the sidewalk by a paved parking area associated with the garage. Many buildings with garage openings have metal roll-down gates and window openings with metal grates. Some buildings have building-affixed signage. However, there are smaller buildings along this section of Nevins Street, which includes a grouping of four three-story row houses located between Sackett and Union Streets. These buildings have small, rectangular footprints. One row house is set back from the sidewalk and has a high stoop. The other three row houses are built to the sidewalk, with the two buildings closer to Sackett Street containing ground-floor retail. As noted above, two row houses occupy the east side of Nevins Street between President and Carroll Streets.

A large rectangular building occupies the west blockfront between Union and Carroll Streets and is set back from the street by a paved parking lot enclosed with a fence. The building has few window openings and a long contiguous metal canopy along the length of the east façade. The east side of Nevins Street includes two industrial buildings, both of which have painted murals on the street-facing façades, one-story garages, and two- and three-story row houses. An undeveloped lot occupies the corner at Carroll Street. Nevins Street terminates at Carroll Street.

Buildings on Carroll Street at 4th Avenue include two tall, recently constructed apartment buildings with eight and nine stories, a two-story older garage building faced in brick and with garage openings on both Carroll Street and 4th Avenue, and a four-story tenement building with ground-floor retail and a mural on its Carroll Street façade. Carroll Street between 3rd and 4th Avenues includes a mix of three- and four-story older tenement buildings and row houses, one- to three-story older industrial buildings, and a small community garden. The blockfront between Whitwell and Denton Places is occupied by three buildings that are part of the Our Lady of Peace Roman Catholic Church complex and include a church, a four-story school, a two- and three-story rectory, and a war memorial. These buildings are set back from the sidewalk by small paved yards and the buildings are faced in red brick. Between 3rd Avenue and Nevins Street there are primarily two- to three-story older row houses and tenements. Most are built to the sidewalk but some are set back beyond narrow paved yards (see Photo 43 of **Figure 8-27**).

West of the Canal are two small sections of the subarea along 5th and 4th Streets. The section along 5th Street includes a one-story, cinder block industrial building, and a three-story, brick-clad mixed-use building on the corner of Smith and 5th Streets. The industrial building has a roll down metal garage door. These buildings have small footprints and are built to the sidewalk. On the north side of 4th Street, west of Hoyt Street, are five industrial buildings. Built to the sidewalk, these brick-clad buildings range from one to two stories, with multiple garage openings with roll-down metal gates.

Visual Resources

Visual resources in the Upland Mixed-use Subarea include the Gowanus Canal and the Carroll Street bridge and Operator's House. Views along 3rd Avenue and Nevins Street, like many of the streets in the Upland Mixed-Use Subarea, tend to be long due to the relatively flat topography of the area. Third Avenue and Nevins Street provide long views to the north of taller buildings in Downtown Brooklyn and portions of the 21-story residential towers that are part of the NYCHA Wyckoff Gardens housing complex immediately northwest of the primary study area (see Photo 44 of **Figure 8-27**). Views on 3rd Avenue are generally limited to the buildings along the avenue, which include larger one- and two-story industrial buildings and warehouses with large footprints, garages and other automobile-related businesses, residential buildings with small footprints and ground-floor retail, four- and five-story older warehouses, and a few buildings in excess of five stories, including three recently constructed hotels. To the south, views are also generally limited



Views east of older residential buildings along Carroll Street just east of Nevins Street **43**



Long views north along 3rd Avenue include distant views of the former Williamsburgh Savings Bank Building **44**

Primary Study Area
Upland Mixed-Use Subarea

Figure 8-27

to low-scale industrial buildings and warehouses, large underdeveloped lots, and certain larger recently constructed developments, including two large storage facilities between Carroll and 3rd Streets and a six-story hotel at 399 3rd Avenue (see Photo 45 of **Figure 8-28**). Views south on 3rd Avenue terminate at the elevated rail line bridge that spans 3rd Avenue between 9th and 10th Streets in the distance. Views along Nevins Street include low-rise industrial brick- and cinderblock-clad buildings.

Views along east–west streets in the subarea are long as well (see Photo 46 of **Figure 8-28**). Views to the east along Baltic Street extend to 4th Avenue and beyond into the secondary study area. To the west, views include the Wyckoff Gardens and the six-story Warren Street Houses, which are both located in the secondary study area. Views also include underutilized lots, multiple one-story masonry-faced industrial buildings, a gas station, a vacant lot on the northeast corner of Baltic and Nevins Streets, two- to four-story residential buildings (one new construction), and a three-story building clad in brick and pre-fabricated paneling. Views to the east from Nevins Street along Union Street include one- to four-story brick-faced industrial buildings and warehouses, one-story older garage buildings with large footprints and garage openings, early-20th-century three- and four-story row houses and tenements (some with ground-floor retail), and two recently constructed hotels.

East–west views on Carroll Street include predominantly one- to four-story brick clad warehouses and residential buildings from the late 19th and early 20th centuries (see Photo 43 of **Figure 8-27**). Recently constructed tall apartment buildings are visible along Carroll Street in eastward views toward 4th Avenue and westward views towards the Gowanus Canal, which include the 12-story apartment buildings at 363 and 365 Bond Street, as described above. Views along Carroll Street also include underutilized lots and parking lots adjacent to some industrial buildings. Our Lady of Peace Roman Catholic Church complex occupies the blockfront on the south side of Carroll Street between Whitwell and Denton Places. This building complex, with its three-story church and three-story school building topped with crosses, is visually prominent along Carroll Street between 3rd and 4th Avenues. Many of the nearby buildings on Carroll Street are similar in height, limiting longer views to the church complex along Carroll Street from further distances. The steel truss of the Carroll Street bridge and the small brick-faced Operator's House are visible from vantage points on Carroll Street between 3rd Avenue and Nevins Street. West of the Canal, views along 4th and 5th Streets, as discussed in detail above, include low-scale industrial buildings and a few young street trees.

SECONDARY STUDY AREA

The secondary study area extends an approximate quarter-mile from the boundary of the primary study area and is roughly bounded by Fulton Street and Atlantic Avenue to the north; 6th Avenue to the east; 13th, 19th, and Creamer Streets to the south; and 2nd Avenue and Nevins, Smith, and Henry Streets to the west (see **Figures 8-1 through 8-5**). The secondary study area varies in density as compared to the primary study area. Most buildings rise between two to four stories in the secondary study area, with the exception of the Downtown Brooklyn neighborhood, which also comprises medium- and high-density buildings. The secondary study area also includes NYCHA developments just to the north and northwest of the primary study area.



Views south along 3rd Avenue from Carroll Street **45**



Long views west along 7th Street **46**

Primary Study Area
Upland Mixed-Use Subarea

Figure 8-28

PARK SLOPE

Urban Design

The portion of Park Slope located in the secondary study area encompasses the area east of 4th Avenue between Atlantic Avenue and the Gowanus Expressway just west of 6th Avenue. Park Slope generally has a rectilinear street grid, but also has irregular blocks, including the superblock that contains the J.J. Byrne Playground and Washington Park, which is located between 3rd and 5th Streets between 4th and 5th Avenues, and the irregularly shaped blocks near the intersection of Flatbush and Atlantic Avenues. Most streets in Park Slope have mature street trees; however, 5th Avenue has many smaller street trees.

In general, Park Slope is primarily characterized by older, two- to four-story row houses and tenements faced in brick or brownstone, but some older residential buildings have been altered with prefabricated siding and the removal or original design elements. Many residential buildings are set back from the sidewalk by fenced-off front yards that are both grassy and/or paved. Many of the row houses also have stoops and low cast-iron fencing separating them from the sidewalk. Large multi-unit apartment complexes along the east–west streets are built to the sidewalk. Buildings along 5th Avenue are primarily older residential buildings with small footprints that include ground-floor retail. The buildings south of 7th Street along 5th Avenue are a mix of one-story commercial buildings, some larger recently constructed residential buildings with ground-floor retail, and older three- to four-story masonry-clad buildings with small footprints (see Photo 47 of **Figure 8-29**). North of 7th Street on 5th Avenue, the buildings are similar in form, scale, and massing to the buildings on the east–west streets; however, most buildings on 5th Avenue have ground-floor retail (see Photo 48 of **Figure 8-29**). Park Slope also includes multiple schools and churches, such as the two-story, brick-clad Premiere Eglise Methodist Church at 424 Dean Street; the three-story, brick-clad William Alexander Middle School at 350 5th Avenue and 5th Street; and the Gothic Revival style, stone-clad St. Augustine Roman Catholic Church at 116 6th Avenue and Sterling Place.

In addition to Washington Park and the J.J. Byrne Playground, described above, Park Slope also includes the Park Slope Playground, a New York City Park, which occupies a midblock site between Berkeley and Lincoln Places between 5th and 6th Avenues. This large park contains playground equipment, spray showers, a comfort station, basketball courts, a ballfield, seating areas, and several mature trees.

Visual Resources

Views in Park Slope are long to the north and south along 5th Avenue, but do not include any visual resources. Views east and west along the cross streets south and north of 9th Street are generally short, due to the gradual downward slope from east to west in addition to the density of mature street trees (see **Figures 8-30** and **8-31**). The spires of the Old First Reformed Church at 729 Carroll Street and 7th Avenue and St. Francis Xavier Roman Catholic Church at 235 6th Avenue and Carroll Street, just outside the secondary study area, are partially visible above and through the mature street trees. Views west along 9th Street include partial distant views of the IND Subway Viaduct.



Views south along 5th Avenue from 16th Street **47**



Four-story residential buildings with ground-floor retail along 5th Avenue south of Lincoln Place **48**

Secondary Study Area
Park Slope

Figure 8-29



Shorter views west along 5th Street from 5th Avenue due to mature trees **49**



Views west along Carroll Street midblock between 5th and 6th Avenues **50**

Secondary Study Area
Park Slope
Figure 8-30



Views west along Union Street east of 4th Avenue **51**



Views west along Park Place just west of 4th Avenue **52**

Secondary Study Area
Park Slope
Figure 8-31

DOWNTOWN BROOKLYN

Urban Design

In the portion of Downtown Brooklyn within the secondary study area, Flatbush Avenue runs at an angle intersecting Atlantic Avenue east–west. Atlantic Avenue separates Downtown Brooklyn from Boerum Hill and Park Slope to the south. Flatbush Avenue extends through the study area at a northwest–southeast angle. The streets north of Flatbush Avenue angle diagonally from Flatbush Avenue resulting in blocks with irregular shapes, including blocks with triangular ends and large superblocks. Streets west of Flatbush Avenue maintain the street grid south of Atlantic Avenue; however, blocks fronting onto Flatbush Avenue have angled ends.

Flatbush and Atlantic Avenues are wider, primary thoroughfares that carry two-way traffic and have curbside parking. The New York City Transit (NYCT) Atlantic Avenue–Barclays Center subway station for the B, D, N, Q, R, 2, 3, 4, and 5 lines and the terminus for the Long Island Rail Road (LIRR) is located at the intersection of Flatbush Avenue and Hanson Place. There are several NYCT bus routes along Flatbush, Atlantic, and 3rd Avenues.

Flatbush Avenue is a 100-foot-wide thoroughfare with four lanes of two-way traffic separated by a painted median south of Schermerhorn Street and Lafayette Avenue (see Photo 53 of **Figure 8-32**). Atlantic Avenue is 100 feet wide with four lanes of two-way, east–west traffic and curbside parking. Schermerhorn Street is an 80-foot-wide street with two lanes of east–west traffic, bike lanes, and curbside parking. Hanson Place is an 80-foot-wide two-way street with curbside parking and a large CitiBike station at the western end of the street near Flatbush Avenue.

Atlantic and Flatbush Avenues generally have heavy pedestrian and vehicular activity, as there are public transportation hubs and a mix of commercial and residential buildings. Street trees tend to be recently planted and concentrated at public pedestrian plazas, such as the Brooklyn Academy of Music (BAM) South Public Plaza and the Schermerhorn Triangle Greenstreet. These plazas include additional plantings with benches and steps for sitting. The topography of the secondary study area is generally flat, with a slight rise toward the northeast.

The built environment within the study area is varied and includes tall towers, buildings that occupy a full or half block, and smaller three- and four-story row houses. The eastern portion of the secondary study area contains a small section of the Fort Greene Historic District and the BAM Historic District. The north–south cross streets within the historic districts are primarily developed with three- to four-story masonry-clad row houses with smaller footprints that are set back from the street beyond enclosed yards. Mature street trees line the streets within the historic districts. The historic Brooklyn Academy of Music (now known as the BAM Peter Jay Sharp Building), located at 30 Lafayette Avenue, is a historic theater with frontages on Lafayette Avenue, St. Felix Street, and Ashland Place. The highly detailed brick- and terra-cotta-clad building has five raised double-door entries with stone steps, an undulating glass entry canopy that spans across all of the entrances, and five double-height arched windows on the Lafayette Avenue façade.

Taller buildings are generally located within the northern portion of the secondary study area, with many buildings east of Flatbush Avenue having large footprints and occupying full or partial blocks. The Atlantic Terminal Mall, at the northeast corner of Flatbush and Atlantic Avenues, occupies most of the block bounded by Flatbush Avenue, Hanson Place, Fort Greene Place, and Atlantic Avenue (see Photo 53 of **Figure 8-32**). The brick-clad commercial building has a very large footprint with a two- to three-story base and a 14-story tower that rises on the eastern side along Fort Greene Place. Just east of this, is an L-shaped building at 625 Atlantic Avenue which is an entirely commercial building that has a large footprint and rises three stories, clad in stucco.



Views east along Flatbush Avenue; the avenue is a 100-foot-wide thoroughfare with four lanes of two-way traffic separated by a painted median. **53**



Views south along 4th Avenue from Flatbush Avenue include the Atlantic Avenue Subway Station and Control House (S/NR-listed) **54**

Secondary Study Area
Downtown Brooklyn
Figure 8-32

At the southeast boundary of the secondary study area, a large performance and entertainment venue, Barclays Center, rises approximately 140 feet and is clad in glass and metal. The venue occupies a large irregularly shaped block bounded by Flatbush, Atlantic, and 6th Avenues and Dean Street, and has a domed green roof and steel and glass cladding, along with a large plaza area and subway station access to the north. Barclays Center marks a transition point between Downtown Brooklyn and the neighborhoods of Park Slope to the south and Fort Greene to the northeast.

The Atlantic Terminal Mall Plaza is located in front of the building in the triangular space between Flatbush and Atlantic Avenues providing seating, mature trees, and landscaping with lighting. The 32-story (approximately 360-foot-tall) 300 Ashland Place mixed-use building has a triangular footprint with a public plaza at its north end. Just east of 300 Ashland Place, the former Williamsburgh Savings Bank Building is a 42-story (approximately 512-foot-tall) historic commercial building, recently converted to residential, retail, and event space use. The masonry-clad building rises from the sidewalk and has symmetrical setbacks with a central domed tower with clock faces on four sides. Other tall buildings include the 56-story (approximately 610-foot-tall) mixed-use building at 333 Schermerhorn Street and the 21-story (210-foot-tall) glass- and cast-stone-clad residential building at 319 Schermerhorn Street.

Buildings on State Street include a mix of two- and three-story brick row houses that are set back from the street by enclosed yards, four-story older brick buildings with ground-floor retail, and a newer eight-story brick-clad apartment building with below-ground parking. A mix of residential and institutional buildings are located on 3rd Avenue. The Baptist Temple, a brownstone-clad church with a square belfry that rises approximately 60 feet, is located at the southwest corner of 3rd Avenue and Schermerhorn Street. The building is built out to the street along 3rd Avenue and Schermerhorn Street and occupies most of its lot. An 11-story YWCA brick and stone residential building occupies the east end of the block bounded by 3rd Avenue, State Street, and Atlantic Avenue. The building is constructed out to the sidewalk and rises without setback. Along Atlantic Avenue, there are two- to four-story older mixed-use masonry buildings, and an eight-story recently constructed residential building.

Additional open space within the secondary study area includes the Sixteen Sycamores Playground at 358 Schermerhorn Street, which offers basketball courts, playground equipment, handball courts, and spray showers below mature trees. East of Flatbush Avenue, there are three additional open spaces: Fowler Square Greenstreet, at Lafayette Avenue and Fulton Street, has seating and landscaping; southwest of the greenstreet space are BAM Park (which will be at 38 Layafette Street and is currently under construction), and BAM South Public Plaza at 300 Ashland Place, a stepped-topography plaza which is also used for outdoor programing, such as film screenings and farmer's markets.

Visual Resources

Views in the Downtown Brooklyn secondary study area are long along the main thoroughfare, Flatbush Avenue; Atlantic Avenue curves at Flatbush Avenue cutting off longer views along this corridor (see Photo 53 of **Figure 8-32**). However, these avenues are approximately 100 to 120 feet wide and provide views to the one-story Atlantic Avenue Subway Station and Control House at the intersection of 4th and Atlantic Avenues and the 41-story former Williamsburgh Savings Bank Building farther to the north (see Photo 54 of **Figure 8-32**). The Williamsburgh Savings Bank Building is also a contributing building to BAM Historic District (a New York City Historic District [NYCHD]) and the S/NR-listed Fort Greene Historic District. Buildings within these historic districts can be seen from certain vantage points on Atlantic Avenue; along Lafayette

Avenue, Ashland, Fort Greene, Hanson, and South Elliot Places; and from St. Felix Street. The 15-story, neo-Romanesque style apartment building at 67 Hanson Place and South Elliott Place has a unique series of setbacks above the twelfth floor. This visual resource is also a historic resource (S/NR-eligible and within the BAM Historic District) and can be viewed from certain vantage points in the secondary study area. Farther east at 88 Hanson Place and South Portland Avenue is an additional visual resource, the Hanson Place Baptist Church. The mid-19th century rectangular Italianate church is constructed of brick with wood trimming. Views to the church are available from South Portland Street, Hanson Place, and areas immediately outside the secondary study area.

Views west along Atlantic Avenue include two- and three-story brick-faced buildings at 529 and 531 Atlantic Avenue just east of 3rd Avenue, with nearby three- to four-story brick clad buildings in the Atlantic Avenue Historic District to the south. The Recovery House of Worship (former Baptist Temple), which is located on the southwest corner of 3rd Avenue and Schermerhorn Street, has an approximately 15,000-sf footprint and is built in the Romanesque Revival style with a brownstone-faced base and brick façade. The church is visible from Atlantic to Flatbush Avenues along 3rd Avenue. Across 3rd Avenue to the east is the School for Career Development, a three-story brick building with elements of the Italianate style that is visible from State Street to Flatbush Avenue along 3rd Avenue.

BOERUM HILL

Urban Design

Boerum Hill is within the northwest portion of the secondary study area. Boerum Hill includes two large public housing complexes maintained by NYCHA, Wyckoff Gardens and the Gowanus Houses. Wyckoff Gardens occupies the block bordered by Wyckoff, Nevins, and Baltic Streets and 3rd Avenue and contains three 21-story residential buildings. Low metal decorative fencing establishes the property boundary, which includes small grassy areas, mature trees, parking areas, and a playground with basketball courts. The Gowanus Houses, located to the west of Wyckoff Gardens, occupy two large city blocks—north and south of Baltic Street between Bond and Hoyt Streets (see Photo 55 of **Figure 8-33**). Gowanus Houses includes 16 residential buildings that range from six to 14 stories, paved walkways, small grassy yard areas, and mature trees.

The Boerum Hill Historic District and the Boerum Hill Historic District Extension (see Chapter 7, "Historic and Cultural Resources") encompass much of the neighborhood generally bounded by Nevins Street to the east, Wyckoff Street to the south, Smith Street to the west, and Atlantic Avenue to the north. The historic districts are characterized by primarily two-story, brick- and brownstone-clad row houses with small footprints and English basements (see Photo 56 of **Figure 8-33**). The mid-19th century row houses have raised-stoop entrances that are set back from the sidewalk behind small yards, many of which are enclosed by decorative fencing. Mature trees line the streets. The Boerum Hill Historic District Extension also includes a portion of the Atlantic Avenue commercial corridor.

The urban design character of Boerum Hill changes from two- and three-story residential buildings with small footprints to a mix of shorter or substantially taller buildings, with small or large footprints. This transition of buildings is most notable in the area east of Hoyt Street south of Wyckoff Street near the western part of the secondary study area, and east of Nevins Street from approximately Warren Street to the southern part of Downtown Brooklyn. East of Hoyt Street the buildings consist of a mix of two-story row houses with raised stoops, four-story apartment buildings, and infill buildings comprising new residential buildings with ground-floor retail, such



Views east of the New York City Housing Authority's (NYCHA) Gowanus Houses along Baltic Street between Hoyt and Bond Streets **55**



Two- to three-story residential buildings of the Boerum Hill Historic District (S/NR-listed, NYCHD) **56**

Secondary Study Area
Boerum Hill
Figure 8-33

as the 11-story residential tower at 378 Baltic Street and the eight-story residential building at 335 Warren Street. East of Nevins Street, the neighborhood includes three-story brownstone-clad row houses and buildings with large footprints along 3rd Avenue, including the four-story, limestone- and granite-clad school building at 500 Pacific Street, which was the former Brooklyn Printing Plant of the New York Times. This school building is connected to the Brooklyn High School of the Arts via a two-story pedestrian passageway along Pacific Street. This area also includes low-rise industrial buildings generally located close to the primary study area and Bergen Street, including several large institutional buildings such as the S/NR-eligible, four-story Brooklyn High School of the Arts building at 345 Dean Street that occupies the blockfront on 3rd Avenue between at Pacific and Dean Streets.

Open spaces in Boerum Hill are concentrated west of 3rd Avenue. Located at 473 Pacific Street is the North Pacific Playground. This playground is set behind a metal fence with concrete columns and has benches, playground equipment, and landscaping. Nicholas Naquan Heyward Jr. Park is located on the south side of Wyckoff Street between Hoyt and Bond Streets in the Gowanus Houses residential complex. The park includes mature trees as well as basketball and handball courts, spray showers, a comfort station, and a playground. Farther west, Boerum Park occupies a midblock site between Hoyt and Smith Streets and between Warren and Baltic Streets. The park includes spray showers, a tennis court, playground equipment, seating areas, and a basketball court.

Visual Resources

Views in Boerum Hill are long on the north–south streets, including Hoyt and Nevins Streets and 3rd Avenue. Views north include mature street trees and long views that include tall buildings in Downtown Brooklyn, while views south on these streets include portions of the primary study area (see Photo 56 of **Figure 8-33**). East–west views along Wyckoff Street and Atlantic Avenue between Nevins and Smith Streets include buildings within the Boerum Hill Historic District (S/NR-listed and NYCHD), a visual resource, and the Boerum Hill Historic District Extension. These historic districts are characterized by two- and three-story brick- and brownstone-faced mid-19th century row houses with mature street trees creating canopies above the streets. Located midblock between Hoyt and Smith Streets at 347 Baltic Street is the Cobble Hill School of American Studies. This four-story, brick- and stone-clad H-plan building is visible from views along Baltic and Warren Streets west of Hoyt Street. On the southwest corner of Nevins and Bergen Streets at 150 Nevins Street is an S/NR-eligible and NYCL-listed four-story, brick-clad residential building with ground-floor retail. The building has a small footprint of approximately 1,730 sf with a chamfered commercial corner entrance, above which is a galvanized iron, angled bay. The building is most prominently visible from nearby vantage points along Nevins and Bergen Streets. Farther north along Nevins Street is P.S. 38/The Pacific School. Located between Pacific and Dean Streets at 450 Pacific Street, the three-story brick-clad school has rectangular plan with an interior court area on the second floor. The mid-20th century building's façade has vertical bays of aluminum windows and blue ceramic tile panels separated by concrete piers. The school is visually prominent from nearby vantage points along Nevins, Pacific, and Dean Streets; however, intervening buildings and mature street trees limit longer views.

Views north along 3rd Avenue include the former Brooklyn Printing Plant of the New York Times at 500 3rd Avenue. To the east, midblock between 3rd and 4th Avenues at 345 Dean Street, is the Brooklyn High School of the Arts. Because it is located midblock and fronts on two streets with mature street trees, the school is only visible along Dean and Pacific Streets and along 3rd Avenue where they intersect.

CARROLL GARDENS

Urban Design

The portion of Carroll Gardens in the secondary study area generally has a rectilinear street grid with long rectangular blocks. The street grid shifts slightly at an angle west of Smith Street and south of Carroll Street. Blocks in this area are generally smaller than blocks east of Smith Street. Smith Street is a one-way street carrying northbound travel lanes and is on a bus route. Several streets have dedicated bicycle lanes, including Smith and Union Streets. Union and 3rd Streets are connector streets between Carroll Gardens and the Gowanus and Park Slope neighborhoods to the east, as these streets have bridges that span the Canal.

Subway station entrances are located on Smith Street at 9th, 2nd, President, and Bergen Streets. The elevated Smith/9th Street subway station and support structures span the southwest part of Carroll Gardens, separating the industrial areas to the east of Smith Street from the more residential areas to the west of Smith Street. The elevated rail lines gradually change grade, going underground just south of 2nd Place. A subway station entrance with an elevator is located on the north side of 9th Street east of Smith Street. Another entrance to the Smith/9th Street subway station is located within the base of the residential buildings on the north side of 2nd Street at Smith Street. Other subway entrances are standard sidewalk access points at the corners of Smith and President Streets and at Smith and Bergen Streets.

Most buildings in Carroll Gardens are residential, primarily older two- to four-story row houses that are faced in brick or brownstone. Row houses on the east–west streets are generally set back from the sidewalk by front yards, some of which are large and grassy, others are small and paved, as well as by raised stoops (see Photo 57 of **Figure 8-34**). Residential buildings on the north–south streets are similar to the buildings on the east–west streets, however, buildings on Smith and Court Streets have ground-floor retail. Older buildings in Carroll Gardens also include St. Mary Star of the Sea Church and both public and private school buildings. The southern part of Carroll Gardens that is in the secondary study area has a mix of three- and four-story older row houses on the east–west streets and some row houses on north–south streets that have ground-floor retail (see Photo 58 of **Figure 8-34**). These row houses are generally consistent with much of the rest of Carroll Gardens. In addition to these buildings, other buildings in this part of the secondary study area include one- and two-story industrial buildings including warehouses and garages, in addition to larger three- and four-story warehouses. These industrial buildings are generally older brick-clad buildings that are built to the sidewalk. Many buildings have large garage openings with roll-down metal gates.

Open spaces in Carroll Gardens are located west of Smith Street. Carroll Park occupies the block bounded by Smith, Court, Carroll, and President Streets. This playground includes play equipment, a comfort station, ball courts, and seating areas. The other open spaces are smaller, including St. Mary's Playground below the elevated subway tracks west of Smith Street between Huntington and Luquer Streets and Admiral Triangle, a small triangular park with playground equipment and seating occupying a site bounded by Hamilton Avenue and Clinton and Nelson Streets.

Visual Resources

The longest views in Carroll Gardens are along Hoyt and Smith Streets. Views along the other north–south streets in Carroll Gardens are largely obscured by mature street trees. Views north along Smith Street from south of 9th Street are largely obscured by the IND Subway Viaduct,



Row houses along Sackett Street **57**



Three- and four-story row houses along Luquer Street with older residential buildings with ground-floor retail along Court Street **58**

Secondary Study Area
Carroll Gardens

Figure 8-34

which spans above 9th and 10th Streets and turns north along the west side of Smith Street until 2nd Place, where it reaches street grade and then continues underground. North of Huntington Street, views of the St. Mary Star of the Sea Church spire are available along Smith Street between Nelson and Luquer Streets, but the church is largely obstructed from views by intervening buildings and the IND Subway Viaduct. Unobstructed views of the church are available along Court Street between Huntington Street and 4th Place, and along Luquer and Nelson Streets.

Views east–west from 3rd Street to Degraw Street, between Smith and Hoyt Streets, generally include two- to four-story brick- and brownstone-faced row houses that are within the Carroll Gardens Historic District (S/NR-listed and NYCHD). This historic district is a visual resource that is characterized by mid- and late-19th century Italianate and neo-Grec style row houses. East of the historic district are buildings at 59-97 2nd Street. The brick-faced row houses at 59-97 2nd Street are a grouping of two- and two-and-a-half story buildings that represent an intact example of row house development typical of the area. Although these buildings are a visual resource, views to this grouping of small buildings are generally limited to vantage points along 2nd Street between Bond and Hoyt Streets. Intervening buildings obstruct longer views.

The St. Agnes Roman Catholic Church complex occupies most of the block between Sackett and Douglass Streets, between Bond and Hoyt Streets. The church's spire can be seen in views from 2nd Street along Hoyt Street, and from many vantage points on Sackett Street from Carroll Gardens, as well as from many vantage points within the primary study area. Other buildings in the church complex are smaller in scale, with views limited to certain vantage points along Degraw and Douglass Streets between Hoyt and Bond Streets.

GOWANUS

Urban Design

Similar to the primary study area, the portion of Gowanus within the secondary study area contains predominantly one- to three-story industrial buildings with large footprints along the Gowanus Canal. Some larger industrial buildings, such as the one- to four-story brick-clad building at 124 9th Street, are also located within Gowanus. These buildings are built to the sidewalk with no setbacks. Generally, Gowanus east of 2nd Avenue and south of 7th Street comprises a mix of one- to three-story industrial buildings and two- to four-story row houses and apartment buildings. Many of the apartment buildings and row houses have been heavily altered with prefabricated siding, but some retain their original brick cladding and detailing. These row houses are generally set back from the sidewalk by small paved yards with plantings enclosed by low metal fences; some residential buildings have raised stoops. Many of the apartment buildings are also set back from the sidewalk by decorative metal fencing. Along 3rd Avenue, there are one- to four-story residential buildings with ground-floor retail, paved parking lots, and a gas station (see Photo 59 of **Figure 8-35**).

There are three open spaces in Gowanus. There is a WPAA along the 4th Street Turning Basin that is located west and south of the Whole Foods Market at 214 3rd Avenue. The WPAA provides a path along the Gowanus Canal with landscaping and seating that connects to 3rd Street. At the Ennis Playground, located at 124 11th Street near 2nd Avenue, the playground includes a basketball court, playground equipment, spray showers, a seating area, a small lawn for recreational activities, and decorative landscaped areas. At the southern edge of Gowanus is a paved area known as the Triangle Three Sixteen that includes some mature trees and low shrubs.



Views north along 3rd Avenue from 14th Street include low-scale residential buildings with ground-floor retail, a gas station and a new hotel **59**



Views north along 2nd Avenue from 9th Street **60**

Secondary Study Area
Gowanus
Figure 8-35

Visual Resources

Views in Gowanus are longest along 2nd and 3rd Avenues, with long westward views along 9th Street. Due to the width of 2nd and 3rd Avenues, the flat topography, and the low-rise buildings in the surrounding area, views to the north and south are long on these avenues (see **Figure 8-35**). Views north along 2nd Avenue from 9th Street and along 3rd Avenue include tall buildings in Downtown Brooklyn in the distance, including the former Williamsburgh Savings Bank Building, a visual resource. The IND Subway Viaduct can be viewed from the northern end of 2nd Avenue, where it meets the Gowanus Canal. As mentioned previously, the Canal itself is a visual resource. Views from the end of 2nd Avenue provide views north into the primary study area, while views west are blocked by the Gowanus Canal Conservancy Salt Lot at 2 2nd Avenue. The viaduct is also visible from the southern end of 3rd Avenue from the southernmost end of 3rd Avenue in Gowanus. Views from 2nd and 3rd Avenues along east–west streets are limited primarily to mature street trees and one- to three-story industrial buildings, warehouses, and residential buildings, some of which have ground-floor retail. The IND 4th Avenue Station is partially visible from 3rd Avenue along 10th Street and the western portion of the IND Subway Viaduct is partly visible along 9th Street from 2nd and 3rd Avenues, running along the western edge of the primary study area. Along 9th Street, a wide east–west street, views include the IND Subway Viaduct due to a pronounced downward slope from east to west along the street.

Views from the 9th Street bridge include views of the Gowanus Canal as well as longer more distant views northwest, north, and northeast to taller buildings in Downtown Brooklyn and Lower Manhattan in the far distance (see Photo 61 of **Figure 8-36**). Other longer views to views to the south include portions of the elevated Brooklyn–Queens Expressway and the Hamilton Avenue bridge.

D. THE FUTURE WITHOUT THE PROPOSED ACTIONS (NO ACTION CONDITION)

In the future without the Proposed Actions, it is anticipated that current urban design trends and general development patterns in the primary and secondary study areas would continue. These trends and patterns are characterized by a mix of older buildings—including one- to three-story industrial buildings with large footprints, three- and four-story tenements and row houses, and institutional facilities including churches and schools—and newer one- to 12-story buildings with large footprints, many of which include residential, office, industrial, commercial, and community facility uses. The primary study area would continue to be characterized by underutilized and vacant lots, interspersed with low-scale industrial and commercial buildings. The Canal would be remediated; however, access to it would continue to be limited due to the fact that existing zoning and resultant uses may not trigger the requirement for publicly accessible waterfront open space. The 4th Avenue Corridor Subarea would experience redevelopment with new 10- to 12-story mixed-use buildings, however, these developments would not be required to provide affordable housing. Some recently constructed buildings with inactive ground-floor spaces are expected to remain.

As detailed in Chapter 2, "Land Use, Zoning, and Public Policy," in the No Action condition, development in the primary study area is expected to include as-of-right construction on projected sites and other planned as-of-right development (see **Figures 8-37 through 8-55**). Thirty-one of the 62 projected development sites in the primary study area are expected to be redeveloped, converted, and/or enlarged under existing zoning in the No Action condition. The massing and scale of the new developments would be generally comparable to existing buildings. In addition



Views of the Gowanus Canal and the surrounding neighborhoods from the 9th Street bridge

Secondary Study Area
Gowanus

Figure 8-36



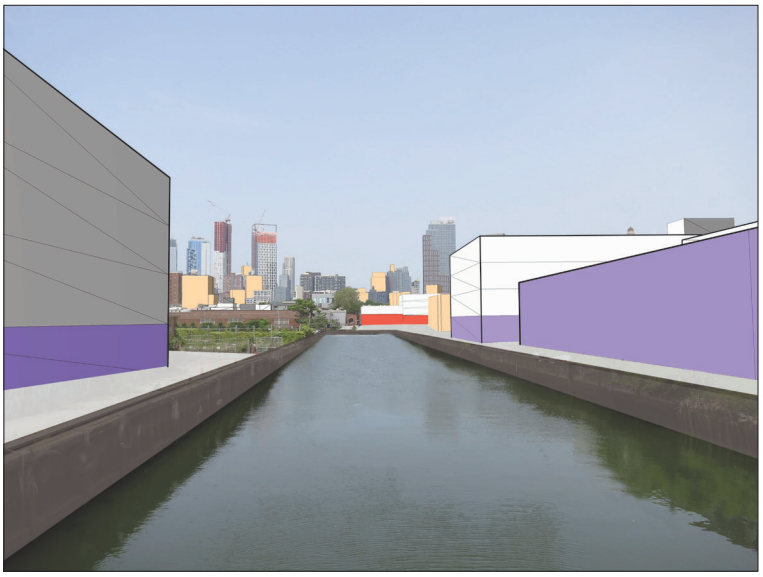
Project Area: Existing, No Action, and With Action Conditions Photograph Views

GOWANUS NEIGHBORHOOD REZONING AND RELATED ACTIONS

Figure 8-37



Existing **A1**



No Action **A2**



With Action **A3**

Projected and Potential Developments

Non-residential Ground Floor: Commercial

Non-residential Ground Floor: Public Facilities and Institutions

Non-residential Ground Floor: Industrial

No Build Project

Comparison Massing
The Gowanus Canal at the Union Street Bridge Facing North



Existing **B1**



No Action **B2**



With Action **B3**

Projected and Potential Developments

Non-residential Ground Floor: Commercial

Comparison Massing
3rd Street Bridge Facing East



Existing **C1**



No Action **C2**



With Action **C3**

Projected and Potential Developments

Non-residential Ground Floor: Commercial

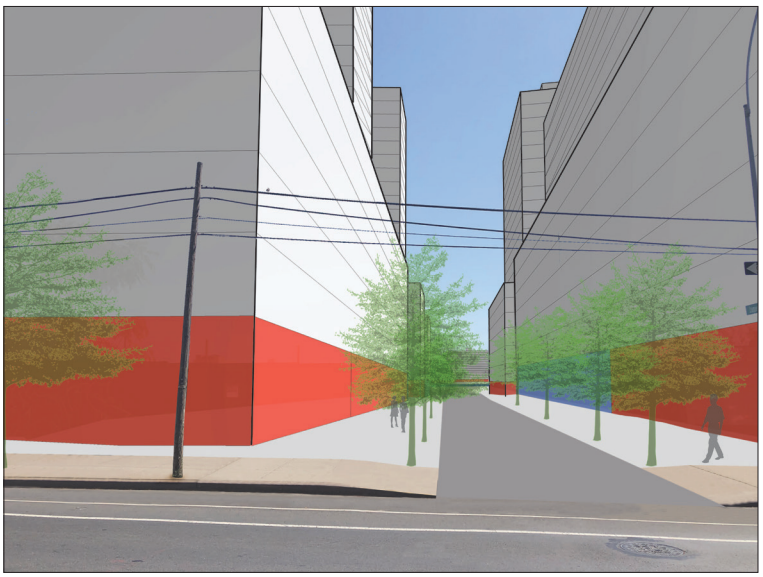
Comparison Massing
Bond Street at 1st Street Facing North



Existing **D1**



No Action **D2**



With Action **D3**

Projected and Potential Developments

Non-residential Ground Floor: Commercial

Non-residential Ground Floor: Public Facilities and Institutions

Comparison Massing
Smith Street at Luquer Street Facing East



Existing **E1**



No Action **E2**



With Action **E3**

Projected and Potential Developments

Non-residential Ground Floor: Commercial

Non-residential Ground Floor: Public Facilities and Institutions

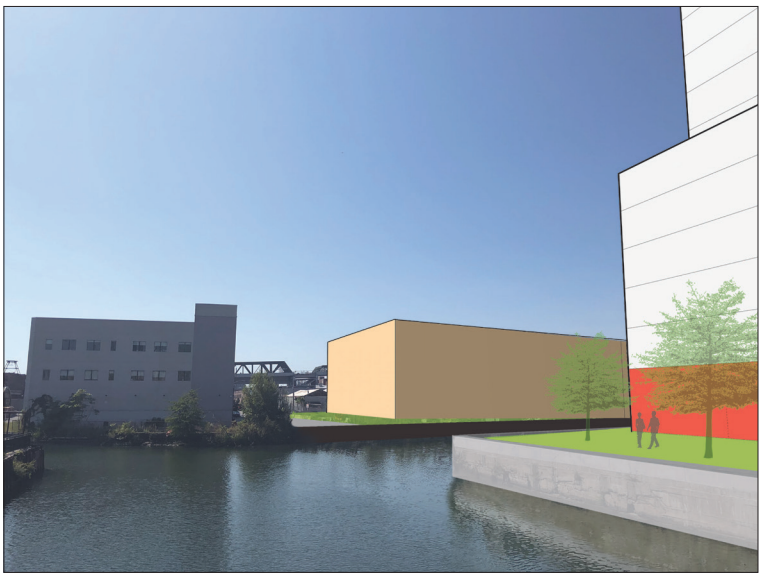
Comparison Massing
Smith Street at 4th Street Facing South



Existing **F1**



No Action **F2**



With Action **F3**

Projected and Potential Developments

Non-residential Ground Floor: Commercial

No Build Project

Comparison Massing
The Gowanus Canal at the 3rd Street Bridge Facing South



Existing **G1**



No Action **G2**



With Action **G3**

Projected and Potential Developments

Non-residential Ground Floor: Commercial

Non-residential Ground Floor: Public Facilities and Institutions

Comparison Massing
4th Avenue at Baltic Street Facing North



Existing **H1**



No Action **H2**



Projected and Potential Developments

Non-residential Ground Floor: Commercial

With Action **H3**

Comparison Massing
4th Avenue at President Street Facing North



Existing **I1**



No Action **I2**



With Action **I3**

Projected and Potential Developments

Non-residential Ground Floor: Commercial

Comparison Massing
4th Avenue at 6th Street Facing North



Existing **J1**



No Action **J2**



With Action **J3**

Projected and Potential Developments

Non-residential Ground Floor: Commercial

Non-residential Ground Floor: Public Facilities and Institutions

Comparison Massing
Degraw Street between 3rd and 4th Avenue Facing East



Existing **K1**



No Action **K2**



With Action **K3**

Projected and Potential Developments

Non-residential Ground Floor: Commercial

Comparison Massing
Hoyt Street at 4th Street Facing South



Existing **L1**



No Action **L2**



With Action **L3**

Projected and Potential Developments

Non-residential Ground Floor: Commercial

Comparison Massing
7th Street at 4th Avenue Facing West



Existing **M1**



No Action **M2**



With Action **M3**

Projected and Potential Developments

Non-residential Ground Floor: Commercial

Comparison Massing
3rd Avenue at Carroll Street Facing North



Existing **N1**



No Action **N2**



With Action **N3**

Projected and Potential Developments

Non-residential Ground Floor: Commercial

Non-residential Ground Floor: Industrial

Comparison Massing
Nevins Street at President Street Facing South



Existing **01**



No Action **02**



With Action **03**

Projected and Potential Developments

Non-residential Ground Floor: Commercial

Non-residential Ground Floor: Industrial

Comparison Massing
Baltic Street at Nevins Street Facing West



Existing **P1**



No Action **P2**



With Action **P3**

Projected and Potential Developments

Non-residential Ground Floor: Commercial

Comparison Massing
Union Street at 4th Avenue Facing West



Existing **Q1**



No Action **Q2**



Projected and Potential Developments

Non-residential Ground Floor: Commercial

With Action **Q3**

Comparison Massing
3rd Avenue at Union Street Facing North



Existing **R1**



No Action **R2**



With Action **R3**

Projected and Potential Developments

Non-residential Ground Floor: Commercial

Non-residential Ground Floor: Public Facilities and Institutions

Comparison Massing
Nevins Street at Douglass Street Facing South towards Thomas Greene Playground

to the 31 as-of-right developments on the projected sites expected to occur by 2035, 15 other sites in the primary study area and 61 sites in the secondary study area are expected to undergo development in the No Action condition (see Figure 2-8 in Chapter 2, "Land Use, Zoning, and Public Policy").

PRIMARY STUDY AREA

URBAN DESIGN

Under the No Action condition, some development would occur on underutilized sites and vacant lots throughout the primary study area, particularly along 3rd and 4th Avenues, Nevins Street, and the Canal Corridor Subarea with the construction of new buildings of similar heights and footprints to existing buildings located along these corridors. Thirty-one of the projected development sites are anticipated to be developed with primarily residential and commercial buildings, with some residential buildings having ground-floor retail and community facility spaces. These new buildings are expected to be primarily between four and 12 stories and would be built to the sidewalk; 12-story buildings are expected to be developed along 4th Avenue. These new buildings would continue the trend of new mid-rise buildings located among lower height older buildings.

The additional 15 planned developments will be located primarily along 4th Avenue and Carroll and President Streets. These developments are expected to range from five to 12 stories (approximately 50 to 125 feet tall), with those buildings over 100 feet tall primarily concentrated along 4th Avenue among other existing taller buildings. The new buildings will be similar in height to those anticipated to be constructed on projected development sites in the No Action condition.

VISUAL RESOURCES

Views in the primary study area are not expected to change substantially in the No Action condition as most of the new buildings will be developed on existing blocks, with no changes to the street grid and no new parks and open spaces. Development in the No Action condition would be consistent with the general height and massing of existing buildings in this part of the primary study area. Long views along the wider streets, including 3rd Street and 4th Avenue, would remain available but would include nearby buildings that would be developed in the No Action condition. However, with the development of the approximately 45-foot-tall building on Projected Development Site 48 (see Figure 1-8 in Chapter 1, "Project Description"), certain northward views of the Gowanus Canal from Smith and Hoyt Streets and from vantage points south of 3rd Street would be partially obscured by the new development; views from other nearby vantage points would remain available.

The buildings on Projected Development Sites 22, 30, 37, 43, and 57 would be demolished in the No Action condition, and developed with new buildings with height and massing similar to newer developments in the primary study area, including the eight-story Holiday Inn Express at 625 Union Street and the 12-story buildings at 363 and 365 Bond Street. These new developments would be taller, larger buildings but would be expected to be of a height similar to or shorter than the IND Subway Viaduct structure. Views of the Gowanus Canal and distant views that include the Williamsburgh Savings Bank in Downtown Brooklyn and the IND Subway Viaduct would change with the addition of new tall structures in the study area; however, most views would remain available from many existing vantage points.

SECONDARY STUDY AREA

URBAN DESIGN

In the No Action condition, 60 buildings are anticipated to be constructed in the secondary study area by 2035. The portion of the secondary study area east of 4th Avenue includes a portion of Park Slope where approximately eight planned buildings are expected to be developed. The Park Slope portion of the study area will include smaller scale developments with buildings primarily four to five stories, with taller buildings concentrated closer to 4th Avenue, which is consistent with existing development trends. Approximately eight new buildings are expected to be built in the portion of Downtown Brooklyn located within the secondary study area, just north and northwest of Park Slope. These buildings are expected to range from three to 84 stories (approximately 30 to 840 feet tall). These new buildings will be consistent with the broad variation in the urban design character that already exists in this part of Downtown Brooklyn. An approximately three-story residential building will be built at 147 Saint Felix Street in the Fort Greene Historic District and the BAM Historic District northeast of Flatbush Avenue. In contrast to the smaller-scale developments is the mixed-use development planned for 80 Flatbush Avenue, located between Schermerhorn and State Streets, comprising two approximately 510- and 840-foot-tall towers including two public schools in the base of the building. Immediately east of the Barclays Center and sharing the same block are two planned residential buildings known as 18 6th Avenue and 664 Pacific Street. The buildings will be up to 620 feet tall and will also include office, retail, and hotel space.

Southwest of Downtown Brooklyn in Boerum Hill, there are approximately ten new developments that are expected to be constructed in the No Action condition. These buildings range from four to 12 stories. A 12-story, mixed-use building at 561 Pacific Street west of 4th Avenue would be developed and would have community facility and retail space on the ground floor. Most new buildings expected to be developed in the Boerum Hill portion of the study area would be consistent with the existing scale of the neighborhood and would include four- and five-story buildings on the east–west streets and taller buildings with larger massings oriented along 3rd and 4th Avenues.

In Carroll Gardens, the portion of the secondary study area west of the Gowanus Canal, approximately 11 new buildings are anticipated to be constructed by 2035. These buildings are expected to be low-rise, ranging from three to five stories, consistent with the height and scale of most buildings in this part of the secondary study area. The portion of the secondary study area southeast of the Gowanus Canal is part of the Gowanus neighborhood and is expected to have more than 15 new buildings developed in the No Action condition. Most of the new development would be concentrated in the area near the elevated Gowanus Expressway, which establishes the outer boundary of the secondary study area. These new buildings are expected to range from four to nine stories and would be primarily residential and/or mixed-use buildings with ground-floor retail.

VISUAL RESOURCES

Views in the secondary study area are along many of the north–south corridors, including 3rd Avenue and Nevins and Hoyt Streets. Long views are also available along 9th Street in Park Slope and Flatbush and Atlantic Avenues in Downtown Brooklyn. In the No Action condition, developments along these view corridors would not adversely affect these view corridors, as long uninterrupted views would remain available from many vantage points. Further, the planned

developments would be constructed on existing blocks, maintaining the existing street grid and existing street walls. While certain views to visual resources in the secondary study area could be altered by the No Action development, views to these visual resources—including the Williamsburgh Savings Bank Building in Downtown Brooklyn and the Gowanus Canal—would remain available from other vantage points.

E. THE FUTURE WITH THE PROPOSED ACTIONS (WITH ACTION CONDITION)

PRIMARY STUDY AREA

With the Proposed Actions, the primary study area would be rezoned to facilitate development to meet the community's long-term vision of Gowanus as a sustainable, mixed-use neighborhood anchored by a vibrant and resilient waterfront. The New York City Department of City Planning, together with New York City Department of Housing Preservation and Development and NYC Parks, is proposing a series of actions that would affect approximately 82 blocks surrounding the Gowanus Canal and a segment of 4th Avenue. The Proposed Actions would encourage new mixed-use, residential, commercial, community facility, and light industrial development, the creation of new publicly accessible waterfront open space along the Gowanus Canal, and encourage growth as well as adaptive re-use of buildings in upland blocks and along the key corridors in the primary study area (see **Figures 8-1, 8-2,** and **8-37**).

The Gowanus Waterfront Access Plan (WAP), in conjunction with the proposed zoning districts and GSD, would establish the location of required shore public walkways, supplemental public access areas, upland connections, and visual corridors to ensure access to the Canal, including the 1st Street Turning Basin, from surrounding neighborhoods, and to address the varied lot configurations and conditions along the Canal's edge. Shore public walkways are linear public access areas running alongside the Canal with plantings and trees, seating areas, and other amenities. Upland connections either emulate a typical street with vehicular and pedestrian access, or are designed as pedestrian-only pathways that link a public street, sidewalk, or park to the shore public walkway. Visual corridors are open areas that provide unobstructed views from upland streets toward the waterfront and Canal. The WAP would be tailored to respond to the unique opportunity afforded to the public to visually experience and interact with the opposite shoreline and publicly accessible open spaces on the other side of the Canal.

The Gowanus WAP would create a linear network of publicly accessible open spaces that provide new vantage points from which to view and experience the Gowanus Canal. The WAP would have design requirements and incentives to program open spaces, promote resilient design, and encourage a range of shoreline treatments that would promote interaction with the water's edge in different ways. As discussed in Chapter 2, "Land Use, Zoning, and Public Policy," the Gowanus WAP would modify the underlying standard WPAA requirements to address the unique character of the Gowanus Canal and support the overall goals outlined in the Neighborhood Plan. In addition, it would create supplemental design requirements to further these goals as outlined below.

The Proposed Actions would facilitate developments that have base heights and building heights that respond to existing street widths and neighborhood contexts, and that transition to built forms that support the overall vision identified in the Neighborhood Plan (see **Figure 8-56**). Flexible building envelopes for Canal sites are proposed to encourage a range of building design outcomes that respond to the Canal's width and proposed open space. The special bulk and open space



Illustrative Rendering of the Gowanus Waterfront Access Plan (WAP)

requirements support the creation of a unique and varied waterfront and built fabric. The proposed envelopes along the Canal subarea would also address the varied lot configurations and conditions along the Canal's edge by tailoring zoning regulations to respond to these unique conditions.

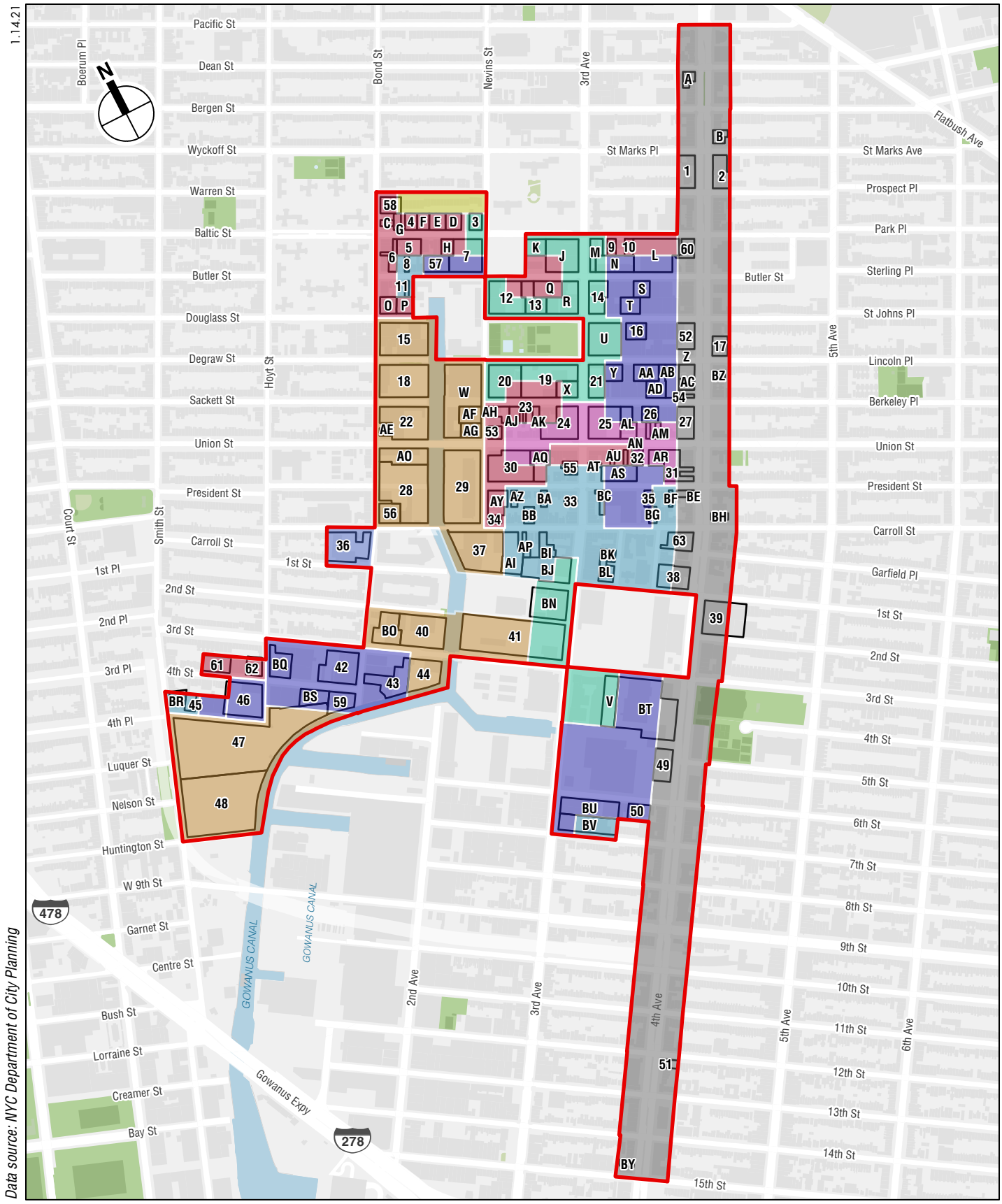
The Proposed Actions would also allow for new mixed-use, non-residential, and residential development and would require non-residential ground-floor uses (i.e., commercial space, light industrial space, arts-related space, and community facilities) at certain locations to support a walkable mixed-use neighborhood with a vibrant streetscape. The GSD would establish special use, floor area, bulk, and parking regulations on upland blocks, and special height and setback regulations for buildings on key corridors, such as 4th Avenue. The Proposed Actions would also require certain sidewalk widening along key streets and corridors to improve the pedestrian experience and better align permitted bulk with street widths. The Proposed Actions would align zoning and land use to support residential and commercial growth, and to encourage the preservation and adaptive reuse of existing loft buildings for light industrial, community facility or commercial use. Overall, the Proposed Actions would create special urban design guidelines that establish design flexibility, encourage variety, and provide transitions between lower and medium-scale adjacencies. As shown below, the Proposed Actions are expected to result in benefits related to urban design conditions and visual resources.

CANAL CORRIDOR SUBAREA

Urban Design

An M1-4/R7-2 district is proposed on approximately 13 full or partial blocks along the Gowanus Canal currently mapped as M2-1 and M3-1 districts (see **Figure 8-57**). With the GSD, the M1-4/R7-2 district would establish a maximum FAR of 4.4 for residential uses (the maximum permitted FAR would be 5.0 for GSD-specified non-residential uses). To ensure a desirable mix of residential, commercial, light industrial, arts-related, and production uses, the GSD would apply special FAR regulations throughout the primary study area, including along the Canal. The projected development in the subarea include Sites 15, 18, 22, 28, 29, 37, 40, 41, 43, 44, and 56, as well as Sites 47 and 48 on Block 471 (see **Figure 8-57**). These developments would be shaped through bulk envelopes that provide sufficient flexibility for a variety of design outcomes and more specific requirements that relate to a transition to a lower scale context and the waterfront open space. In addition, the envelopes are shaped from the pedestrian perspective (see **Figures 8-58** and **8-59**).

Along the Canal, the base of the buildings would be limited to a height of 65 feet followed by a required setback of 15 feet before a building could rise to a maximum transition height of 85 feet (see **Figure 8-38**). Certain portions along wider side streets (3rd and Union Streets east of the Canal) would have a base height of 85 feet, with additional street wall location requirements at certain bridge crossings (see **Figure 8-39**). Any portion above 85 feet would be considered a tower; the tower portions would be allowed to rise to a maximum of 225 feet after a setback of 15 feet above the transition height. Transition heights serve as a medium scale between base heights and towers and range from 95 feet, 115 feet, and 145 feet on Block 471. Tower portions would also be required to setback a minimum of 30 feet from the waterfront yard. In cases where two towers are located within the same block, the northern tower would be permitted to rise to 225 feet while the southern tower would be permitted to rise up to 175 feet. The requirements would shift towers away from the waterfront by requiring them to set back 30 feet from the shore public walkway, which already sets back development from the Canal 30 to 40 feet (depending on location), and would apply to all waterfront sites with the exception of Block 471 where a new



Proposed Zoning with Projected and Potential Development Sites

GOWANUS NEIGHBORHOOD REZONING AND RELATED ACTIONS

Figure 8-57



Existing



With Action

Illustrative Rendering of the Gowanus Canal
at Union Street Bridge Facing North

Figure 8-58



Existing



With Action

Illustrative Rendering of the Gowanus Canal
at 3rd Street Bridge Facing North

park is proposed as part of the Proposed Actions. Additional bulk controls, described below, would limit tower lengths and would create a minimum height difference between towers. Street wall location requirements would not apply within a certain distance of the Canal to allow for flexibility in designing the interface between buildings and public open spaces along the Canal.

To relate the height of the new buildings to the lower-scale neighborhood context along upland frontages, new buildings along Bond Street would be restricted to a maximum base height of 55 feet, followed by a required setback of 15 feet, as demonstrated with Projected Development Site 56 (see **Figure 8-40**). Within a distance of 65 feet from Bond Street, building heights would be limited to 65 feet. Beyond these frontages, buildings would have a maximum transition height of 85 feet.

Along the frontages of Nevins Street and the Canal, the base of a building would be limited to a height of 65 feet followed by a required setback of 15 feet. In addition, the GSD would require a five-foot sidewalk widening on both sides of Nevins Street from Degraw to Carroll Streets. For example, the base height of the building on Projected Development Site 29, which is bounded by the Canal to the west, Union Street to the north, Nevins Street to the east, and Carroll Street to the south, would be limited to a maximum height of 65 feet followed by a required 15-foot setback. Tower portions along Nevins Street would also be required to setback 30 feet from the street line to respond to the narrower width of Nevins Street and proposed bulk controls on the upland blocks on the eastern side of Nevins Street. In addition, setbacks would be required along the narrower east–west streets that terminate at the Canal, such as Degraw and Sackett Streets, to ensure sufficient light and air to the side streets and Canal and to ensure tower portions do not rise sheer along these side streets. As stated above, façade articulation requirements would be established by the GSD to break down the scale of the developments on block with a continuous frontage that exceeds 200 feet.

The tower height limit of 225 feet would apply to all waterfront blocks with the exception of Block 471, where portions of buildings may rise up to 305 feet. The developments would have maximum building heights of 285 feet and 305 feet, with base heights of ranging from 75 feet to 105 feet along Smith Street, and base heights ranging from 75 feet to 85 feet along 5th Street (see **Figures 8-41** and **8-42**). As compared with the No Action condition, the mixed-use development on Projected Development Site 47 (the "Gowanus Green Site") would include four new buildings ranging between 5 and 28 stories in height, while Projected Development Site 48 would have three new buildings (one would be 255 feet taller than the commercial development proposed in the No Action condition) (see **Figure 8-60**).

The Gowanus WAP, in conjunction with the proposed zoning districts and GSD, would establish the location of required shore public walkways, supplemental public access areas, upland connections, and visual corridors to ensure access to the Canal from surrounding neighborhoods and to address the varied lot configurations and conditions along the Canal's edge (see **Figures 8-43, 8-56, 8-58,** and **8-59**). The Proposed Actions would help create a resilient and active waterfront with a mix of uses to support an active and lively waterfront. The new open spaces and parks along the Canal would be accessed from public streets and from the existing cross-Canal bridge connections. Portions of the waterfront esplanade would be elevated to account for long-term daily tidal flooding, and to ensure that public access remains for the longer term.

The Proposed Actions include mapping actions to facilitate the creation of new streets, including the eastern prolongations of Nelson and Luquer Streets east of Smith Street, and a new street along the west side of the Canal that would run into Hoyt Street (at 5th Street). The new streets would provide access to the Canal, proposed waterfront esplanade and the new park on the Gowanus



Gowanus Green site and the new park along the Gowanus Canal



New developments and streets on the Gowanus Green site

Green Site, bringing this long-underutilized, waterfront City-owned site into productive community use (see **Figures 8-60** and **8-61**). The WAP would ensure long-term continuity of public access across all sites along the Canal (including at street ends and bridge crossings). Therefore, there would be no significant adverse impacts to urban design in the subarea with the Proposed Actions.

Visual Resources

With the Proposed Actions, views north, east, and west along the Canal Corridor would be less expansive. Northward views along the Canal Corridor would continue to include some of the taller buildings in Downtown Brooklyn in the distance. Views to the south along the Canal Corridor would continue to be largely unobstructed even with new planned as-of-right developments and the additional projected development under the Proposed Actions.

Closer views along the Canal Corridor to the east and west would increase while upland views would be less expansive and no longer be characterized by low-rise industrial buildings or vacant lots, but would include the new publicly accessible walkways and buildings along the Canal with ground-floor retail, light industrial, arts-related, commercial and community facility space. While views along the Canal Corridor to the south would continue to include partial views of the elevated IND Subway Viaduct in the distance, views to the southwest would change with new developments on Block 471. New projected mixed-use development and open space would replace trailers and low-scale industrial structures on Block 471. The three bridges that span the Canal would not be affected by the Proposed Actions, and would remain visible from east–west streets that span the Canal and from vantage points near the bridges. Further, the new open spaces and neighborhood parks along the Canal would create new views to these bridges that provide connections to the esplanade on both sides of the waterfront. With the Proposed Actions, new buildings developed along the Canal Corridor would block views north from the 3rd Street and Carroll Street bridges to the clock tower portion of the former Williamsburgh Savings Bank Building. These views would be obstructed due to the presence of new buildings adjacent to the Canal. However, planned developments in the Boerum Hill section of the secondary study area would partially obscure distant views of the resource. Therefore, this would not be an impact of the Proposed Actions. Furthermore, views to the Williamsburgh Savings Bank Building would be available from other publicly accessible locations, such as along 4th Avenue and the Union Street bridge. Views north from the Union Street bridge, the northernmost bridge that spans the Canal, would continue to include the clock tower portion of the former Williamsburgh Savings Bank Building.

Views from vantage points adjacent to Block 471 would continue to include east–west views on 5th and Huntington Streets, and north–south views along Smith and Hoyt Streets. Views of the IND Smith-9th Street Subway Station and Viaduct along Smith and 5th Streets would remain. Views along Huntington Street would continue to include the Gowanus Canal and the industrial developments on the east side of the Canal, as well as the IND Subway Viaduct and Carroll Gardens farther to the west in the secondary study area. The taller buildings projected along the Canal would limit some existing views, but, because of the width of the Canal, views would not be entirely eliminated along the waterfront, and new vantage points along the Canal with the creation of new publicly accessible open space and newly mapped streets would be created with the Proposed Actions. Therefore, the Proposed Actions would not result in any significant adverse impacts to views in the Canal Corridor Subarea nor within the secondary study area.



New streets on the Gowanus Green site

Illustrative Rendering

4TH AVENUE CORRIDOR SUBAREA

Urban Design

A C4-4D district is proposed in the 4th Avenue Corridor Subarea, which encompasses 50 partial blockfronts along 4th Avenue between Pacific and 15th Streets currently zoned R8A, M1-2, and C8-2 (see **Figure 8-57**). The GSD would modify the C4-4D district and establish a maximum FAR of 8.5 for residential uses with MIH (R9A equivalent) and modify height and setback regulations. Buildings would have a maximum base height of 125 feet and a maximum building height of 175 feet. In the With Action condition, 13 sites are projected to be developed along 4th Avenue, including Projected Development Sites 1, 2, 17, 27, 31, 38, 39, 49, 51, 52, 54, 60, and 63. Six of these development sites are expected to be redeveloped in the No Action condition.

The Proposed Actions would include flexible bulk envelopes to allow street wall and base height articulation, which would provide visual interest at the street level and break down the scale of larger developments (see **Figures 8-44 through 8-46** and **Figure 8-62**). The Proposed Actions would require lower building heights for zoning districts that are adjacent to lower density districts to transition to the adjacent context.

Overall, new developments expected with the Proposed Actions would be compatible with respect to the varied scale that exists along 4th Avenue, including three- and four-story mixed-use buildings and taller mixed-use and residential buildings, including the 12-story residential building at 410 4th Avenue and the 12-story, mixed-use residential building with ground-floor retail at 470 4th Avenue. The pedestrian environment along 4th Avenue would be enhanced with requirements for active uses on ground floors, transparency, restriction on curb-cut locations and provisions to allow non-residential uses, including commercial and community facility uses, on upper floors, and a mixing of uses in new buildings. This is demonstrated with Projected Development Sites 1 and 2, which would include residential as well commercial and community facility uses (see **Figure 8-44**). Projected Development Site 27, located on the west side of 4th Avenue between Union and Sackett Streets, is one block north of the entrance to the Union Street (R train) subway station. The Proposed Actions would allow greater density at Projected Development Site 27 in exchange for improvements to the station's entrance; however, as shown in **Figure 8-45**, with the increase in density, projected development on Site 27 would maintain a consistent street wall to ensure compatibility with existing lower scale buildings along 4th Avenue. Therefore, there would be no significant adverse impacts to urban design in the subarea with the Proposed Actions.

Visual Resources

Views north along 4th Avenue would remain long in the No Action and With Action conditions and would continue to include certain tall buildings in the distance in Downtown Brooklyn, with the focal point in northward views remaining the former Williamsburgh Bank Building (see **Figures 8-44**, **8-45**, and **8-62**). In both the No Action and With Action conditions, pedestrian views along 4th Avenue would continue to include a variety of building typologies, including several newer 10- to 17-story residential buildings, and many two- to four-story mixed-use, early 20th century buildings. With the Proposed Actions, views along 4th Avenue could also include new buildings on the projected development sites east and west of 4th Avenue. The IND 4th Avenue Station subway bridge would continue to interrupt longer views on 4th Avenue from vantage points south of 9th Street and north of 10th Street in the No Action and With Action conditions.



Existing



With Action

Illustrative Rendering of 4th Avenue
South of 2nd Street Facing North

Figure 8-62

Views of the visual resources that can be seen from the 4th Avenue corridor, including the former Public Bath No. 7 at President Street, and the IND 4th Avenue Station subway bridge between 9th and 10th Streets would not be obstructed by the developments in the With Action condition. Therefore, the Proposed Actions would not result in any significant adverse impacts to views in the 4th Avenue Corridor Subarea.

INDUSTRIAL AND COMMERCIAL SUBAREA

Urban Design

The Proposed Actions would establish M1-4 districts, replacing M1-1, M1-2, M3-1, and C8 districts within the primary study area, in isolation and paired with residential districts (see **Figure 8-57**). In the With Action condition, nine projected development sites—Projected Development Sites 7, 16, 26, 35, 42, 43, 46, 57, and 59 (see Figure 1-8 in Chapter 1, "Project Description") would be developed in accordance with the new zoning. The GSD would modify the M1-4 district to fill the need for a medium-density contextual district that allows commercial, industrial, and community facility uses at a moderate density in appropriate locations (see **Figure 8-63**). M1-4 districts, as modified, would allow retail and entertainment uses at a maximum FAR of 2.0 and industrial, community facility, and other commercial uses (such as office and arts-related uses) at an FAR of 3.0 or 4.0, depending on the location. The 3.0 FAR district would allow buildings to rise to 65 feet before setting back and rising to a maximum height of 85 feet, as demonstrated with Projected Development Site 57 on Butler Street between Nevins and Bond Streets, which would have a maximum height of 85 feet. In the portion of the subarea south of 3rd Street, between 3rd and 4th Avenues, potential development on Site BT could have a base height of 30 feet and a maximum height of 45 feet consistent with the prevailing heights of the three- and four-story buildings along 3rd Street. The 4.0 FAR district would allow buildings to rise to 95 feet before setting back and rising to a maximum height of 115 feet. An additional 30 feet in building height would be allowed for sites larger than 20,000 sf to provide added flexibility for commercial buildings.

A 4.0 FAR development is illustrated with Projected Development Site 46 at Hoyt and 4th Streets, which would have a maximum height of 135 feet tall (see **Figure 8-48**). These developments would reinforce the existing street wall and support the commercial and economic activity present in the subarea. The Proposed Actions would promote development of new job-generating uses through increases in industrial and commercial density. Therefore, there would be no significant adverse impacts to urban design in the subarea with the Proposed Actions. The proposed bulk envelopes ensure that commercial and light industrial buildings are able to provide tenants with generous floor-to-ceiling heights and other tenant amenities that are desired. The proposed 3.0 and 4.0 FAR districts would also facilitate conversions, enlargements, and adaptive reuse of existing structures. Therefore, there would be no significant adverse impacts to urban design in the subarea with the Proposed Actions.

Visual Resources

In the With Action condition, views west along Butler Street would continue to terminate at the Gowanus Houses residential complex, while views east would remain long and extend beyond 4th Avenue. Views in the With Action condition would continue to include one- to four-story industrial buildings west of 4th Avenue, two recently constructed hotels, and low-scale residential buildings. Longer views to the east along Butler Street would remain in the future with the Proposed Actions.



Existing



With Action

Illustrative Rendering of Degraw Street
between 3rd and 4th Avenues Facing East

With the Proposed Actions, Degraw and Douglass Streets would continue to provide long east and west views; however, with the construction of taller buildings in the primary study area, these views would be less expansive as compared with the No Action condition. Views with the Proposed Actions would continue to include Thomas Greene Playground and the Gowanus Canal, a visual resource. Longer views on the streets would include the new mixed-use developments and the new esplanade along the Canal Corridor, more distant street trees, and the taller apartment buildings in the distance to the northwest.

In both the No Action and With Action conditions, views along Sackett, President, and Carroll Streets would continue to include one- and three-story brick industrial and warehouse buildings and three- to four-story residential buildings. In both the No Action and With Action conditions, vacant and underutilized lots would be developed with new mixed-use, commercial, and manufacturing buildings. In contrast, with the Proposed Actions these new buildings would range from a maximum of 60 feet to 95 feet tall with setbacks. Views along the Sackett, President, and Carroll Streets view corridors east of 4th Avenue would continue to include two- to four-story residential buildings and mature trees.

Views along 4th and 5th Streets, west of the Canal in the With Action condition would include new five- and six-story commercial buildings adjacent to existing one- to three-story industrial buildings on the block, and an approximately 13-story building at the northwest corner of Hoyt and 5th Streets. These new buildings would not obstruct any views along 4th and 5th Streets. Views along 6th Street, looking east, would remain generally the same in the No Action and With Action conditions. Views south along 3rd Avenue, south of 3rd Street, would continue to include low-scale industrial buildings and warehouses and large underdeveloped lots. Therefore, the Proposed Actions would not result in any significant adverse impacts to views in the Industrial and Commercial Subarea.

RESIDENTIAL SUBAREA

Urban Design

The Residential Subarea comprises of two areas within the primary study area (see **Figure 8-57**). An R6B district is proposed for one partial block along Warren Street between Bond and Nevins Street currently zoned R6. The new zoning district would include height limits and street wall provisions to ensure that new buildings are consistent with the scale of the existing built context. The R6B district permits residential and community facility uses to a maximum FAR of 2.0 (2.2 residential FAR in areas designated as part of IH). Building base heights must be between 30 feet and 40 feet, with a 10-foot setback on wide streets and a 15-foot setback on a narrow streets, before rising to a maximum height of 50 feet. New development in the proposed R6B district would be required to line up with adjacent structures to maintain a continuous street wall. In the future with the Proposed Actions, no projected or potential developments are proposed to be built in this section of the subarea.

The remaining portion of the subarea is a partial block along Bond Street, between Carroll and 1st Streets, which would be rezoned to an R6A district from R6B (see **Figure 8-40**). The subarea contains Projected Development Site 36. R6A districts allow residential and community facility uses up to 3.0 FAR (up to 3.6 FAR is allowed with MIH). The district allows up to 3.90 FAR for affordable independent residences for seniors (AIRS). The building form requires a street wall between 40 and 60 feet, a setback of 15 feet above the maximum base height of 60 feet, and a maximum building height of 70 feet. Compared with the No Action condition, in the With Action condition, Projected Development Site 36 would be developed with a new building, replacing the

parking lot of the St. Mary Star of the Sea senior apartment complex. The development would include contextual height limits and street wall location requirements to ensure that the new building would relate to the existing and proposed context along Bond Street. The base height of the building would create a continuous street wall between Carroll and 1st Streets, along the west side of Bond Street. Therefore, there would be no significant adverse impacts to urban design in the subarea with the Proposed Actions.

Visual Resources

The Proposed Actions would not adversely affect views within the primary study areas. Views along Warren Street would remain generally the same in the No Action and With Action conditions, except for Projected Development Site 58 on the southeast corner of Warren and Bond Streets. The projected development would be an additional 20 feet taller in the With Action condition for a maximum height of 65 feet. However, the building would be contextual to the three-story row houses that are adjacent, with a base height of 40 feet. The new building would only be partially visible with the presence of mature street trees. East and west along the block, both the 14-story Gowanus Houses and the 21-story Wyckoff Gardens NYCHA communities would remain visible.

In the With Action condition, views along Bond Street would continue to include smaller, older three- and four-story row houses; however, with the Proposed Actions, the one- to three-story industrial buildings on the east side of Bond Street would be developed with new, larger buildings with their bulk concentrated in the midblock between Bond Street and the Canal. These buildings, as well as the new building on Projected Development Site 36 would relate to the residential buildings at 363 and 365 Bond Street that front on the Gowanus Canal just south of Carroll Street and other new developments projected throughout the primary study area. Views to the IND Subway Viaduct would remain. Therefore, the Proposed Actions would not result in any significant adverse impacts to views in the Residential Subarea.

UPLAND MIXED-USE SUBAREA

Urban Design

The Upland Mixed-Use Subarea would be rezoned to M1-4/R6B, M1-4/R6A, M1-4/R7A, and M1-4/R7X districts (see **Figure 8-57**). In the With Action condition, 29 sites are projected to be developed within the subarea. Eleven of the projected sites are expected to experience redevelopment in the No Action condition (see Figure 1-8 in Chapter 1, "Project Description").

The M1-4/R6B district, which would replace existing M1-1, M1-2, M2-1 and C8-2 districts, would allow a maximum FAR of 2.2 for residential uses with MIH, and 2.0 for industrial, community facility, and commercial uses (see **Figure 8-49**). The GSD would modify bulk regulations so that non-residential and residential buildings would have a base height of 30 feet to 45 feet, set back 15 feet, and reach a maximum building height of 55 feet. Projected Development Site 11 on Butler Street between Nevins and Bond Streets, and Projected Development Site 45 on 5th Street, west of the Canal, would each reach a maximum height of 55 feet. Buildings, comprised of both existing and projected developments in the surrounding area, would range between 25 feet and 85 feet tall. Another example is Projected Development Site 33 on 3rd Avenue, between Carroll and President Streets, which would have a maximum height of 45 feet consistent with the height of existing buildings in this section of the subarea, which range between 45 feet and 55 feet (see **Figure 8-50**).

M1-4/R6A districts, which would replace some current M1-2 and M2-1 districts, would allow a maximum FAR of 3.6 for residential uses with MIH, 3.0 for community facility uses and 2.0 for commercial and manufacturing uses. The GSD would modify the bulk regulations so that non-residential and residential buildings would have a base height ranging between 40 feet and 65 feet, a setback above the street wall and a maximum building height of 85 (see **Figure 8-51**). West of Hoyt Street, along 4th Street, Projected Development Sites 61 and 62 would be a maximum height of 55 feet. North of Union Street, as shown with Projected Development Site 23, located along Sackett Street, and Projected Development Site 5, located along Baltic Street, developments in these portions of the subarea would have a maximum height of 75 feet (see **Figure 8-52**). The Proposed Actions would respond to the existing lot configurations, street widths, and scale of some existing buildings along Union Street in particular by establishing the abovementioned base heights and building heights.

Along 3rd Avenue, the Proposed Actions would create a consistent and active streetscape with active ground-floor uses. It would enhance the existing character of portions of the corridor where an M1-4/R6B district is proposed and create a transition to other portions of the corridor where greater base heights and building heights would be permitted, such as the proposed M1-4/R7A and M1-4/R7X districts.

An M1-4/R7A district is proposed for four partial blocks along Union Street between Nevins Street and 4th Avenue currently zoned M1-2. M1-4/R7A districts allow a maximum FAR of 4.6 for residential uses with MIH, 3.0 for community facility uses and 2.0 for commercial and manufacturing uses. Under the GSD, bulk regulations for both non-residential and residential buildings would require base heights of 40 feet to 75 feet, a setback of 10 feet, and a maximum permitted building height of 95 feet. Projected Development 32 would be developed under the proposed M1-4/R7A district, reaching a maximum height of 85 feet (see **Figure 8-53**). The GSD would require that parcels developed under this zoning district, along Union Street, provide a non-residential ground floor that would enhance Union Street as an east–west commercial corridor with active uses on the ground floor.

An M1-4/R7X district is proposed for 11 full or partial blocks in the primary study area, replacing existing M1-2, M2-1, and C8-2 districts. Under the GSD, the M1-4/R7X district would have a maximum FAR of 5.6 for residential uses with MIH. Total FAR may be increased to 6.0 if non-residential uses outlined in the GSD are provided; residential FAR would remain at a maximum FAR of 5.6 regardless. The GSD would modify the height and setback regulations to allow non-residential and residential buildings to have base heights ranging between 60 feet and 105 feet, setback above the street wall, and have a maximum building height of 145 feet (see **Figure 8-54**). Buildings developed under the M1-4/R7X district would be located around Thomas Greene Playground along 3rd Avenue, north of Union Street, and near higher-density zoning districts, such as the M1-4/R7-2 zoning district along the Canal. Projected Development Site 19, located on the south side of Thomas Greene Playground, would have a maximum height of 120 feet. The tallest portion of the building would be setback from Thomas Greene Playground, (see **Figure 8-55**). As mentioned above, incentives would be applied to promote mixed-use residential buildings that include a diversity of non-residential uses on the ground floor and upper floors (see **Figure 8-64**). The GSD would also require non-residential ground floors and would require a five-foot sidewalk widening along 3rd Avenue between Sackett and Baltic Streets to provide for a quality pedestrian experience that support the creation of 3rd Avenue to a major north–south commercial corridor within the study area.



Existing



With Action

Illustrative Rendering of Degraw Street
West of 3rd Avenue Facing Southwest

Figure 8-64

As compared with the No Action condition, projected developments in the proposed M1-4/R7X district would replace primarily older industrial buildings, garages, parking lots, and vacant lots. Overall, the Proposed Actions would establish zoning districts that would include height limitations and street wall provisions to ensure new buildings would support the vision of the Gowanus Neighborhood Plan and promote a walkable, mixed-use neighborhood with ground-floor non-residential spaces to enhance the pedestrian experience. Therefore, there would be no significant adverse impacts to urban design in the subarea with the Proposed Actions.

Visual Resources

In the future with the Proposed Actions, views in the Upland Mixed-Use Subarea would not be significantly impacted. Views along 3rd Avenue would continue to be long due to the relatively flat topography of the primary study area. Views north from vantage points along the northern portion of 3rd Avenue would continue to provide long views to taller buildings in Downtown Brooklyn in the distance (see **Figure 8-50**). Views north of Union Street would change in both the No Action and With Action conditions. The one- and two-story industrial buildings and warehouses and garages along 3rd Avenue would be developed into mixed-use buildings ranging in height from 75 to 145 feet. Between Union and Carroll Streets, views on 3rd Avenue would continue to include low-scale three- and four-story residential buildings with small footprints, as well as the taller recently constructed buildings located north of Union Street. Farther south on 3rd Avenue, an approximately 145-foot-tall mixed-use primarily residential building would replace a large shed-like structure and a parking lot on the northwest corner of 3rd Avenue and 3rd Street. Most of the four- and five-story older warehouses, one- to three-story low-scale industrial buildings and warehouses and the six-story hotel at 399 3rd Avenue would remain in the future with and without the Proposed Actions. Views along Nevins Street would remain long within the primary study area. Compared with the No Action condition, views along Nevins Street with the Proposed Actions would change from primarily low-rise industrial buildings to an area characterized by taller buildings. The Proposed Actions would also facilitate views to the 1st Street Turning Basin. There would be no significant adverse impact to view corridors or visual resources along the Nevins Street corridor.

East–west views along the Baltic Street corridor would remain long and uninterrupted in the future with and without the Proposed Actions. Views to the east would continue to extend to 4th Avenue and beyond into the secondary study area. Views along Baltic Street would also include new 75- and 85-foot-tall buildings that would be developed on Projected Development Sites 3, 4, 5, 7, 9, and 10. With Action conditions at Projected Development Sites 3 and 7 are shown in **Figure 8-52**. Projected developments would replace underutilized lots, one-story industrial buildings, and a vacant lot on Baltic Street, primarily between 4th Avenue and Nevins Street. The Proposed Actions would not result in significant adverse impacts to visual resources seen from the corridor.

With the Proposed Actions, westward views along Union Street west of the Canal would include a new, approximately 195-foot-tall building on the south side of Union Street that would be approximately 135 feet taller than the No Action development at the site. The tallest portion of the buildings would be a tower portion along the waterfront. Views east on Union Street would include a mix of one- to four-story brick-faced industrial buildings and warehouses, row houses and tenements (some with ground-floor retail), and the four- and eight-story hotels at 625 and 647 Union Street. Underutilized sites along Union Street, including the one-story garage at the northeast corner of Nevins and Union Streets, would be replaced with new mixed-use buildings that would range in height from approximately 55 to 85 feet. Carroll Street would continue to provide eastward views from 3rd Avenue of tall apartment buildings on 4th Avenue, a mix of low-

scale industrial buildings and row houses. Some of the vacant and underutilized lots along this section of Carroll Street, would be developed as contextual residential, commercial, and industrial buildings. Therefore, the Proposed Actions would not result in any significant adverse impacts to views in the Upland Mixed-Use Subarea.

SECONDARY STUDY AREA

URBAN DESIGN

While the Proposed Actions would not result in any new developments in the secondary study area, many of the projected and potential developments would be visible from the secondary study area. The tallest buildings as a result of the Proposed Actions would be located within the Canal Corridor and 4th Avenue Corridor Subareas, where they would be located among other existing and planned tall buildings. The intervening buildings located in the midblocks would provide a visual and perceptual transition between the variety of buildings to be developed in the primary study area, as would the topography to the east and west which is characterized by an upward slope. In addition, the secondary study area is already characterized by a variety of building types of different scales and massings, including several tall residential buildings to the north, industrial and manufacturing areas with one- to three-story buildings with large footprints to the south, and three- to five-story row houses, older apartment buildings, and several recently constructed tall buildings with ground-floor retail uses to the east and west.

The Proposed Actions would result in developments that add a variety of new active uses to the Canal Corridor Subarea, and would activate key corridors such as Union Street, 3rd and 4th Avenues, and 3rd Street by adding and expanding residential and non-residential uses, and drawing pedestrians to the area with the introduction of new publicly accessible open spaces along the waterfront and enhanced streetscape. The taller buildings would be concentrated along the wide Canal, the wider avenues and streets, and around Thomas Greene Playground within the primary study area. The taller buildings would be visible from the secondary study area, but views would be partially obscured due to the upward topography to the east and west. For these reasons, the Proposed Actions would not result in significant adverse impacts on the urban design of the secondary study area.

VISUAL RESOURCES

Similar to views within the primary study area, views within the secondary study area are longest along many of the north–south streets, and wider east–west streets. As no project-generated developments would occur in the secondary study area, the Proposed Actions would not result in any significant adverse impacts to view corridors or views to visual resources. As in the No Action condition, views of the Williamsburgh Savings Bank Building, the former Public Bath No. 7, and the Gowanus Canal would remain available from vantage points throughout the primary and secondary study areas. Therefore, the Proposed Actions would not result in significant adverse impacts to visual resources in the secondary study area. ✷