Chapter 2: Land Use, Zoning, and Public Policy

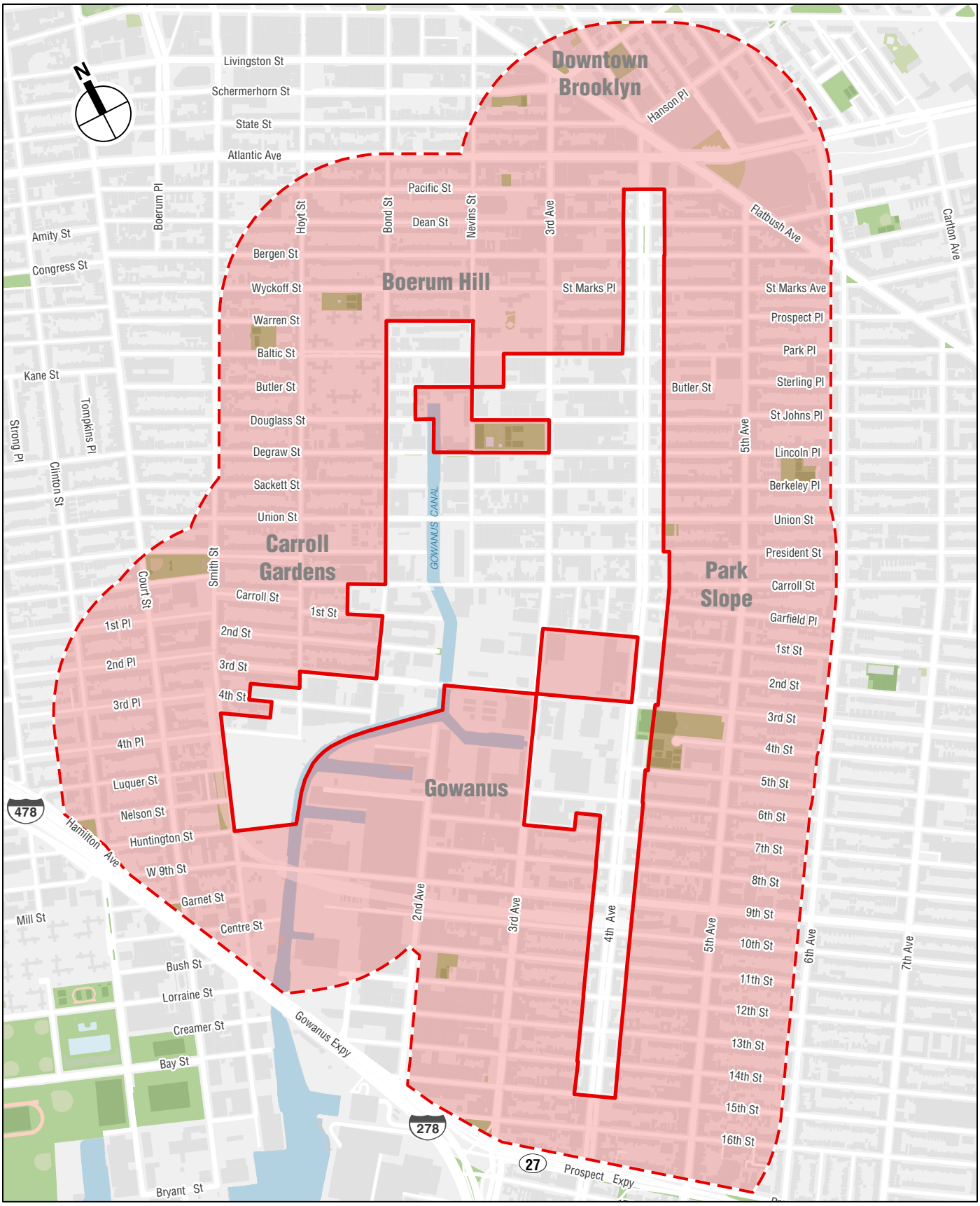
A. INTRODUCTION

According to the 2020 *City Environmental Quality Review (CEQR) Technical Manual*, a land use analysis evaluates the uses and development trends in the area that may be affected by a proposed action and determines whether a proposed action is compatible with those conditions or may affect them. This analysis also considers the Proposed Actions' compliance with, and effect on, the area's zoning and other applicable public policies.

As described in Chapter 1, "Project Description," the City of New York acting through the Department of City Planning (DCP), together with the Department of Housing Preservation and Development (HPD), the Department of Parks and Recreation (NYC Parks), and the Department of Citywide Administrative Services (DCAS) is proposing several land use actions—including zoning map amendments, zoning text amendments, City map amendments, and the disposition of City-owned property (collectively, the "Proposed Actions") to implement land use and zoning recommendations in the Gowanus Neighborhood Plan (the "Neighborhood Plan" or "Plan"). The area subject to the Proposed Actions (the "Project Area") is 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 **Figure 2-1**). The Proposed Actions would affect an approximately 81-block area of the Gowanus neighborhood of Brooklyn, Community Districts 2 and 6.

The Proposed Actions include discretionary land use approvals that are subject to review under Uniform Land Use Review Procedure (ULURP), Section 200 of the City Charter, and the CEQR process. The discretionary approvals are summarized below.

- ***Zoning Map Amendments.*** The Proposed Actions would replace all or portions of existing R6, R6B, R8A, R8A/C2-4, C8-2, M1-1, M1-2, M2-1, and M3-1 zoning districts with R6A, R6B, M1-4/R6A, M1-4/R6B, M1-4/R7-2, M1-4/R7A, M1-4/R7X, C4-4D, and M1-4 zoning districts. The Proposed Actions would also eliminate an existing C2-4 overlay along 4th Avenue within the Project Area, and replace it with a C4-4D district within the Special Gowanus Mixed-Use District (GSD).
- ***Zoning Text Amendments.*** The Proposed Actions include amendments to the text of New York City's Zoning Resolution (ZR) to establish the GSD within the Project Area, create the Gowanus Waterfront Access Plan (WAP) for waterfront blocks within the Project Area, and to amend Appendix F of the ZR to apply Mandatory Inclusionary Housing (MIH) to proposed R6A, M1-4/R6A, M1-4/R6B, M1-4/R7-2, M1-4/R7A, M1-4/R7X, and C4-4D zoning districts to require a share of new housing to be permanently affordable where significant new housing capacity would be created. In addition, the text of the ZR would be amended to:
  - create a Special Permit to allow hotels in the Project Area (as permitted by the underlying zoning district regulations);



Project Location and Secondary Study Area

GOWANUS NEIGHBORHOOD REZONING AND RELATED ACTIONS

Figure 2-1

  - create an Authorization to allow for the exemption of school floor area and modified bulk under certain conditions throughout the GSD;
  - create an Authorization to modify the use, streetscape, and bulk envelope (height and setback regulations) for existing, large mixed-use sites seeking to redevelop while integrating new development with substantial, existing building(s); and
  - create an Authorization to allow an increase in density in exchange for identified transit improvements.
  - create a Chairperson Certification to allow an increase in density in exchange for identified transit improvements at the Union Street (R train) subway station.

- ***City Map Amendments.*** The Proposed Actions include amendments to the City Map to map portions of Block 471, Lots 1 and 100 as parkland and streets, remove the "Public Place" designation on Block 471, and de-map 7th Street between Smith Street and the Gowanus Canal.
- ***Disposition Approval and Urban Development Action Area Project (UDAAP) Designation.*** Urban Development and Action Area Project (UDAAP) designation of City-owned property on Block 471 and project approval for the purpose of disposition and development pursuant to the proposed zoning is sought by HPD. In addition, HPD is seeking an amendment to a previously approved UDAAP designation for a City-owned property on Block 1028, Lot 7, which requires approval by the City Council and Mayor.
- ***Disposition of City-Owned Property.*** The Proposed Actions include the disposition of City-owned property under the jurisdiction of the Department of Citywide Administrative Services (DCAS). DCAS, on behalf of EDC, is seeking the disposition of development rights from a City-owned property located on Block 456, Lot 29 pursuant to the proposed zoning.

The Proposed Actions are intended to facilitate development patterns that meet the long-term vision of a thriving, inclusive, and more resilient Gowanus where existing and future residents and workers can participate in civic, cultural, and economic activities and where a wholly unique resource—the Gowanus Canal—can thrive and play an active role in that equitable and sustainable growth.

PRINCIPAL CONCLUSIONS

As described in detail in this chapter, no significant adverse impacts on land use, zoning, or public policy are anticipated. The Proposed Actions would not adversely affect surrounding land uses, nor would the Proposed Actions generate land uses that would be incompatible with existing zoning and land uses. Furthermore, the Proposed Actions would not result in development that conflicts with adopted public policies.

The Proposed Actions would change the zoning in the Project Area to facilitate development patterns that meet the long-term vision of a sustainable, mixed-use neighborhood anchored by a resilient waterfront. The Proposed Actions would support new housing and jobs in a neighborhood with strong public transit access and in close proximity to the Central Business Districts (CBD) of Downtown Brooklyn and Lower Manhattan.

With the proposed zoning, residential use would be allowed throughout most of the Project Area, expanding the City's housing supply to help meet the housing needs of current and future residents, and significantly increasing the supply of affordable housing through the application of MIH and the development of Gowanus Green on City-owned land. New housing would be allowed

along major north-south corridors (3rd and 4th Avenues) and east-west corridors (Union, Carroll, and 3rd Streets), around Thomas Greene Playground, and along the Canal. The new development anticipated along the Canal would reactivate contaminated, vacant, and underutilized land, and facilitate the creation of a new esplanade along the Gowanus Canal.

The Proposed Actions would create opportunities for new light industrial space, commercial space, arts-related space, and community facility space. The Proposed Actions would promote these opportunities in new mixed-use buildings throughout the Project Area and, more directly, in portions of the Project Area that would be reserved exclusively for non-residential activity (portions of the midblocks between 3rd and 4th Avenues and an area around 4th and Hoyt Streets). In mixed-use buildings, the Proposed Actions would promote the integration and mixing of uses through ground-floor use requirements at key locations and floor area incentives. The Proposed Actions would promote transit improvements along 4th Avenue, including a zoning mechanism that supports improvements at the Union Street (R train) subway station. Bulk regulations tailored to Gowanus would encourage a range of heights and building forms, allowing sufficient flexibility for buildings to achieve the development goals identified by the community while addressing unique site conditions, such as the Canal, and reflecting the existing built character of the neighborhood. The range of permitted heights would address the existing low-scale context of adjacent residential neighborhoods while allowing limited portions of buildings to rise higher on certain blocks and frontages. The new land uses generated as a result of the Proposed Actions would support the existing residential populations of adjacent neighborhoods, and would be compatible with land uses found in those areas. As shown below, development anticipated under the Proposed Actions would be compatible with the scale and use of surrounding neighborhoods, and would be supportive of public policies.

The Proposed Actions would be consistent with the City's Waterfront Revitalization Program (WRP). The WRP Consistency Assessment Form (WRP #19-036) was reviewed by DCP's Waterfront and Open Space Division. It is concluded that the Proposed Actions would support the applicable policies of the City's WRP.

B. METHODOLOGY

The analysis methodology is based on the guidelines of the *CEQR Technical Manual* and examines the effects of the Proposed Actions on land use, zoning, and public policy, and determines the potential for the Proposed Actions to result in significant adverse impacts. As described in Chapter 1, "Project Description," in order to assess the possible effects of the Proposed Actions, a reasonable worst-case development scenario (RWCDS) was established for both the No Action and With Action Conditions for the 2035 Analysis, or "Build" Year.

According to the *CEQR Technical Manual*, a detailed assessment of land use, zoning, and public policy is appropriate if an action would result in a significant change in land use or would substantially affect regulations or policies governing land use. An assessment of zoning is typically performed in conjunction with a land use analysis when the action would result in a change in zoning. Therefore, a detailed analysis has been prepared that describes existing and anticipated future conditions for the 2035 Build Year, assesses the nature of any changes on these conditions created by the Proposed Actions, and identifies those changes, if any, that could be significant or adverse.

Various sources were used to comprehensively analyze the land use, zoning, and public policy characteristics of the study area, including field surveys, land use and zoning maps, and online sources from DCP and the New York City Department of Buildings (DOB).

STUDY AREAS

This chapter identifies a primary study area and a secondary study area (see **Figure 2-1**). The primary study area consists of the Project Area, an approximate 81-block area of the Gowanus neighborhood where the potential effects of the Proposed Actions would be directly experienced. The primary study area is divided into subareas as described below (see **Figure 2-2**). The secondary study area includes neighboring areas within a ¼-mile boundary from the primary study area, which could experience indirect impacts; it is generally bounded by the Gowanus and Prospect Expressways to the south, Fulton Street to the north, Clinton and Smith Streets to the west, and 6th Avenue to the east (see **Figure 2-1**).

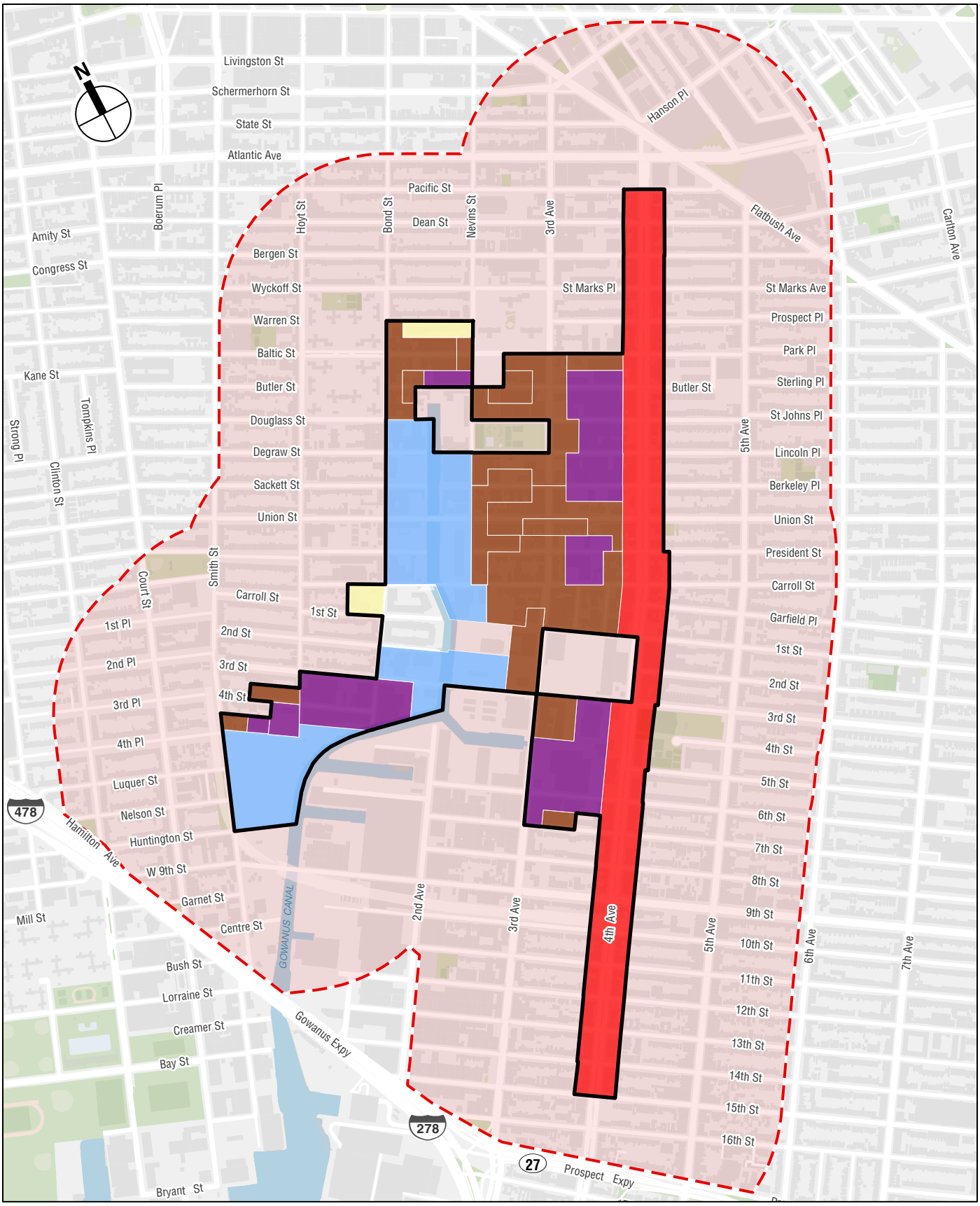
C. EXISTING CONDITIONS

LAND USE

PRIMARY STUDY AREA

The Proposed Actions would affect an area of Brooklyn in Community Districts (CD) 2 and 6, extending to 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.

As shown in **Table 2-1,** the primary study area is composed of a mix of land uses, primarily including residential, mixed residential and commercial, and industrial and manufacturing (see **Figure 2-3**). The primary study area contains 829 lots, 5.2 million square feet (sf) of lot area, and 7 million sf of building area. Residential uses account for 37 percent of the total lots, 16 percent of total lot area, and 27 percent of total building area in the primary study area. Mixed commercial and residential land uses are primarily located on small lots comprising 21 percent of total lots in the primary study area and 23 percent of building area, but only 9 percent of lot area. Industrial and manufacturing uses occupy 14 percent of total lots, 24 percent of lot area, and 22 percent of building area. Industrial and manufacturing uses are generally located on larger lots. Approximately 15 percent of the primary study area lot area is vacant land or contains vacant buildings. Stand-alone commercial buildings comprise approximately 11 percent of building area, including hotels, which total 2.5 percent of building area. Approximately 10 percent of lot area is occupied by parking facilities.



Primary Study Area Subareas

GOWANUS NEIGHBORHOOD REZONING AND RELATED ACTIONS

Figure 2-2

Table 2-1
Existing Land Uses within Primary Study Area

Land Use	No. of Lots	Percentage of Total Lots (%)	Lot Area (sf)	Percentage of Total Lot Area (%)	Building Area (sf)	Percentage of Total Building Area (%)
Residential	306	36.9%	829,024	15.9%	1,895,986	26.7%
Mixed Residential and Commercial	176	21.2%	479,588	9.2%	1,630,322	22.9%
Commercial	61	7.4%	574,016	11.0%	593,768	8.4%
Hotel	6	0.7%	63,235	1.2%	175,896	2.5%
Industrial and Manufacturing	112	13.5%	1,263,678	24.3%	1,528,236	21.5%
Transportation and Utility	29	3.5%	364,921	7.0%	175,857	2.5%
Public Facilities and Institutions	18	2.2%	261,202	5.0%	494,495	7.0%
Open Space and Outdoor Recreation	2	0.2%	5,440	0.1%	-	0.0%
Parking Facilities	56	6.8%	521,210	10.0%	108,449	1.5%
Vacant Building	23	2.8%	239,380	4.6%	340,186	4.8%
Vacant Land	27	3.3%	544,165	10.5%	3,100	0.0%
Under Construction	13	1.6%	57,046	1.1%	158,275	2.2%
Grand Total	829		5,202,905		7,104,570	

Sources: New York City PLUTO data files v2018; DCP Field Survey; AKRF Field Survey, April 2019.

For the purposes of the land use assessment, the primary study area is comprised of the following subareas: the Canal Corridor Subarea, the 4th Avenue Corridor Subarea, the Industrial and Commercial Subarea, the Residential Subarea, and the Upland Mixed-Use Subarea (see **Figure 2-2**). The Canal Corridor Subarea encompasses the land surrounding the Gowanus Canal and is generally the westernmost subarea. As its name implies, the 4th Avenue Corridor Subarea is located along 4th Avenue and is the easternmost subarea. The center of the primary study area is made up of the Upland Mixed-Use Subarea and the Industrial and Commercial Subarea. The Residential Subarea consists of two small areas on the northern and western edge of the primary study area.

Canal Corridor Subarea

As shown in **Table 2-2,** the Canal Corridor is primarily occupied by industrial and manufacturing space with very few residential or mixed residential and commercial spaces. The Canal Corridor consists of 49 lots that total approximately 1.2 million sf of lot area and contains 459,147 sf of building area. The most prevalent land use in the Canal Corridor is vacant land, which comprises 37 percent of total lot area. Industrial and manufacturing uses comprise approximately 20 percent of total lot area and 44 percent of total building area in the Canal Corridor. Parking facilities occupy 19 percent of total lot area in the Canal Corridor. Commercial uses occupy 14 percent of building area. Residential and mixed residential and commercial uses are not prevalent, totaling less than 5 percent of total lot area.

The Canal Corridor is defined by its proximity to the Canal. The northern portion of the Canal Corridor comprises the immediate area around the northern portion of the Canal extending to Bond Street to the east, Nevins Street to the west, Douglass Street to the north, and Carroll and 1st Streets to the south. Another portion of the Canal Corridor is generally bounded by 2nd Street to the north and 3rd Street to the south, Bond Street to the west, and extends east to the midblock between the Canal and 3rd Avenue. Additionally, the Canal Corridor includes a lot south of 3rd Street that abuts the Canal on the eastern and southern boundaries and three large lots between 5th and Huntington Streets that abut the western edge of the Canal.

Table 2-2
Existing Land Uses within the Canal Corridor Subarea

Land Use	No. of Lots	Percentage of Total Lots (%)	Lot Area (sf)	Percentage of Total Lot Area (%)	Building Area (sf)	Percentage of Total Building Area (%)
Residential	6	12%	20,450	1.7%	55,962	12.2%
Mixed Residential and Commercial	4	8.2%	34,570	2.9%	23,012	5.0%
Commercial	4	8.2%	91,431	7.8%	62,311	13.6%
Hotel	-	-	-	-	-	-
Industrial and Manufacturing	14	28.6%	229,732	19.6%	201,202	43.8%
Transportation and Utility	3	6.1%	88,160	7.5%	25,098	5.5%
Public Facilities and Institutions	-	-	-	-	-	-
Open Space and Outdoor Recreation	-	-	-	-	-	-
Parking Facilities	8	16.3%	221,593	18.9%	56,348	12.3%
Vacant Building	4	8.2%	56,531	4.8%	32,114	7.0%
Vacant Land	6	12.2%	432,412	36.8%	3,100	0.7%
Under Construction	-	-	-	0.0%	-	0.0%
Grand Total	49		1,174,879		459,147	

Sources: New York City PLUTO data files v2018; DCP Field Survey; AKRF Field Survey, April 2019.

The lots in the Canal Corridor are generally large lots that encompass entire blocks or half-blocks. The Canal is surrounded by manufacturing and industrial uses, parking facilities, and auto-related uses. The Canal Corridor's few residential and mixed residential uses are not located directly on the Canal but along Bond Street. A four-story former industrial building at 282 Nevins Street is now a live-work space for artists.

A large City-owned site (historically known as Public Place) is located in the Canal Corridor on Block 471, Lots 1 and 100, along the Canal waterfront. The approximately six-acre site is largely vacant and 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 underutilized land that is currently vacant or, in the case of the privately-owned site (Lot 200), used in connection with Superfund remediation activities.

The Canal is intersected by three bridges—the Union Street bridge, the Carroll Street bridge, and the 3rd Street bridge—that provide essential east–west connections for pedestrians, cyclists, and vehicles.

4th Avenue Corridor Subarea

Existing land uses in the 4th Avenue Corridor are primarily residential and mixed residential and commercial (see **Table 2-3**). The 4th Avenue Corridor consists of 349 lots that total 1.3 million sf of lot area and contain 3.4 million sf of building area. Approximately 6 percent of total lot area is vacant or contains vacant buildings. Residential uses are the most prevalent; approximately 29 percent of lot area and 35 percent of total building area is residential. Mixed residential and commercial uses occupy approximately 38 percent of total building area and 19 percent of total lot area, while exclusive commercial uses, including hotel, comprise approximately 5 percent of total building area. Public facilities and institutions are also present, representing 9 percent of total building area.

Table 2-3
Existing Land Uses within the 4th Avenue Corridor Subarea

Land Use	No. of Lots	Percentage of Total Lots (%)	Lot Area (sf)	Percentage of Total Lot Area (%)	Building Area (sf)	Percentage of Total Building Area (%)
Residential	164	47.0%	464,110	36.2%	1,329,707	38.9%
Mixed Residential and Commercial	124	35.5%	335,899	26.2%	1,384,454	40.5%
Commercial	14	4.0%	70,042	5.5%	97,511	2.9%
Hotel	1	0.3%	11,000	0.9%	25,568	0.7%
Industrial and Manufacturing	4	1.1%	60,289	4.7%	67,100	2.0%
Transportation and Utility	8	2.3%	77,851	6.1%	49,700	1.5%
Public Facilities and Institutions	11	3.2%	153,811	12.0%	307,003	9.0%
Open Space and Outdoor Recreation	-	-	-	-	-	-
Parking Facilities	1	0.0%	1,560	0.1%	-	0.0%
Vacant Building	8	2.3%	38,141	3.0%	32,439	0.9%
Vacant Land	7	2.0%	31,781	2.5%	-	0.0%
Under Construction	7	2.0%	36,321	2.8%	121,348	3.6%
Grand Total	**349**	100%	**1,280,805**	100.0%	**3,414,830**	100.0%

Source: New York City PLUTO data files v2018; DCP Field Survey; AKRF Field Survey, April 2019.

The 4th Avenue Corridor encompasses the block frontages along 4th Avenue from 15th Street in the south to Pacific Street in the north. Fourth Avenue is an important north-south corridor that serves as a dividing line between the predominantly industrial Gowanus neighborhood to the west and the predominantly residential Park Slope neighborhood to the east. Just north of this subarea is Downtown Brooklyn and the Atlantic Avenue-Barclays Center station, a major transit node with access to the 2, 3, 4, 5, B, D, N, Q, and R trains. The D/N/R subway lines run below 4th Avenue and include local stops at Union Street and 4th Avenue/9th Street, which is also an F/G subway stop.

The northern portion of the 4th Avenue Corridor is characterized by three- to five-story, mixed-use buildings on small lots. The majority of the buildings are older brick buildings built in the early 20th century that contain ground-floor, neighborhood-serving retail and residential units on the upper floors. Community facility uses are also prevalent in this area, including the Pacific Branch of the Brooklyn Public Library, the Boerum Hill Medicaid Office, and several houses of worship. The consistent street wall and active ground-floor uses in this area support an active pedestrian environment.

The portion of the subarea between Warren and 1st Streets is characterized by newly constructed, higher-density residential and mixed-commercial and residential developments mixed among the older, lower-density building stock. Auto-related uses, such as gas stations and auto repair shops, are also prevalent. The newly constructed residential and mixed-use buildings are typically built on large lots on the east side of 4th Avenue, encompass all or half of a block, and rise to 11 or 12 stories. Community facility use is limited to P.S. 133 William A. Butler, located on the east side of 4th Avenue between Baltic and Butler Streets.

Between 1st and 3rd Streets on the west side of 4th Avenue, a Con Edison facility encompasses the entire frontage of an unusually large block, or superblock. Between 3rd and 6th Streets on the same side of the street another superblock contains destination retail, community facility, transportation, warehouse, and hotel uses, with an accessory parking lot between the buildings and the street. On the east side of 4th Avenue are a warehouse and multi-family residential buildings. Washington Park, an NYC Parks open space, is located directly outside the Project Area, on the southeast corner of 4th Avenue and 3rd Street.

South of 6th Street, land uses are similar to those found north of Warren Street: older mixed-use residential buildings with ground-floor commercial space and community facilities. Community facility uses include New York City Fire Department (FDNY) Engine 239, St. Thomas Aquinas Church and School, P.S. 118, The Maurice Sendak Community School, and P.S. 124 Silas B. Dutcher. The aboveground 4th Avenue-9th Street station extends across 4th Avenue on the southern portion of the block between 9th and 10th Streets. The F and G trains stop at this station.

Industrial and Commercial Subarea

The Industrial and Commercial subarea, as its name implies, predominantly consists of industrial, manufacturing, and commercial uses (see **Table 2-4**). The subarea is composed of 99 lots that total 990,981 sf of lot area and 1.2 million sf of building area. Commercial, office, and hotel uses comprise 24 percent of total lot area and 22 percent of total building area. Industrial and manufacturing uses occupy 45 percent of total lot area and 49 percent of total building area. Parking facilities occupy 15 percent of total lot area. Vacant land and vacant buildings are more prevalent in this subarea than in the 4th Avenue Corridor, but less prevalent than in the Canal Corridor. Approximately 5 percent of total lot area is vacant land or contains vacant buildings. Residential uses represent 2 percent of total building area. This subarea contains only one lot with a mixed residential and commercial use.

Table 2-4
Existing Land Uses within the Industrial and Commercial Subarea

Land Use	No. of Lots	Percentage of Total Lots (%)	Lot Area (sf)	Percentage of Total Lot Area (%)	Building Area (sf)	Percentage of Total Building Area (%)
Residential	6	6.1%	14,488	1.5%	24,895	2.2%
Mixed Residential and Commercial	1	1.0%	8,257	0.8%	11,300	1.0%
Commercial	19	19.2%	228,846	23.1%	239,075	20.8%
Hotel	1	1.0%	5,017	0.5%	12,625	1.1%
Industrial and Manufacturing	38	38.4%	444,323	44.8%	562,724	49.0%
Transportation and Utility	1	1.0%	8,000	0.8%	8,300	0.7%
Public Facilities and Institutions	1	1.0%	9,340	0.9%	28,022	2.4%
Open Space and Outdoor Recreation	-	0.0%		0.0%		0.0%
Parking Facilities	19	19.2%	113,867	11.5%	30,917	2.7%
Vacant Building	7	7.1%	100,208	10.1%	203,347	17.7%
Vacant Land	4	4.0%	49,060	5.0%	-	0.0%
Under Construction	2	2.0%	9,575	1.0%	27,774	2.4%
Grand Total	**99**		**990,981**		**1,148,979**	

Sources: New York City PLUTO data files v2018; DCP Field Survey; AKRF Field Survey, April 2019.

The Industrial and Commercial Subarea is comprised of several non-contiguous areas scattered throughout the Project Area. These areas are characterized by industrial and commercial buildings with large footprints such as offices, breweries, arts-related uses, and distribution and warehousing facilities.

The northwest portion of this subarea is bounded by Baltic and Nevins Streets, and contains a two-story commercial building and a four-story warehouse building.

The northeast portion of the subarea is generally located west of 4th Avenue between Baltic and Sackett Streets. This area is characterized by one- to two-story industrial buildings being used as distribution and warehousing facilities, garages and auto repair shops, light industrial spaces, and recreation and entertainment spaces. Recreational uses that require large, open floor plans, such

as a rock climbing gym, an archery facility, and fencing center occupy formerly industrial buildings. This subarea also contains light industrial and commercial uses, such as breweries. Other commercial uses include a hotel located midblock on the north side of Sackett Street, a restaurant midblock on the south side of Douglass Street, and a music studio on the north side of Douglass Street.

The portion of the subarea in the center of the Project Area is located on the midblocks west of 4th Avenue, generally between President and Carroll Streets. This area contains a two- and three-story commercial building that extends from President Street to Carroll Street and a lot that is currently under construction with an eight-story light industrial building on the Carroll Street frontage.

The southernmost portion of the subarea is generally located between 3rd and 7th Streets and 3rd the 4th Avenues. This area is characterized by large destination retail, storage facility, and hotel uses with an accessory parking lot north of 6th Street. The block between 6th and 7th Streets is characterized by one- to two- story warehouses and industrial buildings.

The western portion of the subarea is generally bounded by Smith, 3rd, and 5th Streets, and the Canal. This area is characterized by one- to two-story warehouse and distribution buildings along 4th Street with several parking facilities. On the block south of 3rd Street between Hoyt and Bond Streets, a commercial office building encompasses a portion of the midblock, with frontages on 3rd Street and 4th Street. A one-story residential building on 4th Street is the only residential use in this portion of the subarea.

Residential Subarea

The Residential Subarea is the smallest subarea in the primary study area, consisting of 22 lots and 96,196 sf of building area (see **Table 2-5**). Land uses in this subarea are predominantly residential. Approximately 91 percent of building area is residential and 7 percent is mixed residential and commercial.

Table 2-5
Existing Land Uses within the Residential Subarea

Land Use	No. of Lots	Percentage of Total Lots (%)	Lot Area (sf)	Percentage of Total Lot Area (%)	Building Area (sf)	Percentage of Total Building Area (%)
Residential	19	86.4%	90,058	93.6%	148,611	90.7%
Mixed Residential and Commercial	2	9.1%	4,113	4.3%	10,950	6.7%
Commercial	-	-	-	-	-	-
Hotel	-	-	-	-	-	-
Industrial and Manufacturing	-	-	-	-	-	-
Transportation and Utility	-	-	-	-	-	-
Public Facilities and Institutions	-	-	-	-	-	-
Open Space and Outdoor Recreation	-	-	-	-	-	-
Parking Facilities	-	-	-	-	-	-
Vacant Building	-	-	-	-	-	-
Vacant Land	-	-	-	-	-	-
Under Construction	1	4.5%	2,025	2.1%	4,280	2.6%
Grand Total	**22**		**96,196**		**163,841**	

Sources: New York City PLUTO data files v2018; DCP Field Survey; AKRF Field Survey, April 2019.

The Residential Subarea consists of two non-contiguous small areas on the edges of the study area. One portion is located on the northeastern portion of the block bounded by Warren Street to the north, Baltic Street to the south, Bond Street to the west, and Nevins Street to the east. This portion is entirely residential, except for the easternmost lot, which is a mixed-use residential building with ground-floor retail. The residences are three- to four- story brick row houses with front lots and stoops that form a consistent street wall.

The second area of the Residential Subarea is located on the eastern portion of the block bounded by Carroll Street, 1st Street, Bond Street, and Hoyt Street. This portion consists primarily of Mary Star of the Sea, a six-story multi-family residential building with 101 senior units and accessory parking. On the same block is a three-story, mixed-use residential building with ground-floor commercial space, and two two-story residential buildings.

Upland Mixed-Use Subarea

The Upland Mixed-Use Subarea has the most diverse mix of land uses of the subareas in the primary study area (see **Table 2-6**). The subarea consists of 310 lots, 1.7 million sf of lot area, and 1.9 million sf of building area. The most prevalent land use is industrial and manufacturing, comprising 32 percent of lot area and 36 percent of building area. Approximately 18 percent of building area and 15 percent of lot area consist of residential uses. Commercial and office uses occupy 17 percent of building area, including the subarea's four hotels. Approximately 5 percent of the total lot area is vacant or contains vacant buildings.

Table 2-6
Existing Land Uses within the Upland Mixed-Use Subarea

Land Use	No. of Lots	Percentage of Total Lots (%)	Lot Area (sf)	Percentage of Total Lot Area (%)	Building Area (sf)	Percentage of Total Building Area (%)
Residential	111	35.8%	239,918	14.5%	336,811	17.6%
Mixed Residential and Commercial	45	14.5%	96,749	5.8%	200,606	10.5%
Commercial	24	7.7%	183,697	11.1%	194,871	10.2%
Hotel	4	1.3%	47,218	2.8%	137,703	7.2%
Industrial and Manufacturing	56	18.1%	529,334	31.9%	697,210	36.4%
Transportation and Utility	17	5.5%	190,910	11.5%	92,759	4.8%
Public Facilities and Institutions	6	1.9%	98,051	5.9%	159,470	8.3%
Open Space and Outdoor Recreation	2	0.6%	5,440	0.3%	-	0.0%
Parking Facilities	28	9.0%	184,190	11.1%	21,184	1.1%
Vacant Building	4	1.3%	44,500	2.7%	72,286	3.8%
Vacant Land	10	3.2%	30,912	1.9%	-	0.0%
Under Construction	3	1.0%	9,125	0.5%	4,873	0.3%
Grand Total	**310**		**1,660,044**		**1,917,773**	

Sources: New York City PLUTO data files v2018; DCP Field Survey; AKRF Field Survey, April 2019.

The Upland Mixed-Use Subarea is generally located to the north and east of the Canal Corridor Subarea and west of the 4th Avenue Subarea, with small portions located on the western and southern edges of the Project Area. This area currently consists of a variety of land uses including residential, commercial, mixed residential and commercial, industrial and manufacturing, transportation and utilities, community facilities, and vacant land.

The portion of the subarea south of Sackett Street is characterized by small residential and mixed residential and commercial uses with some industrial, manufacturing, transportation, and utilities uses. Residential and mixed-use buildings are mainly two- to-four story buildings that form a consistent street wall. Buildings used solely for residential use are concentrated on the east-west

streets while mixed-use residential buildings with ground-floor retail space are concentrated on 3rd Avenue. Community facility uses are concentrated on the blocks between Carroll Street and 1st Street and include P.S. 372-The Children's School, The Little Brooklyn Pre-K Center, and Our Lady of Peace Church. Industrial and warehousing buildings are located on the west side of the block bounded by Union, President, and Nevins Streets, and 3rd Avenue and on the northwest corner of the intersection of 3rd and Union Streets.

The area north of Sackett Street is characterized by industrial and manufacturing, commercial buildings, and vacant land. A small number of residential buildings are clustered on the western portions of the blocks north of Douglass Street. The Gil Hodges Community Garden, managed by the New York Garden Trust, is the only open space in the subarea and is located on the southeast corner of Carroll Street and Denton Place. Thomas Greene Playground, which encompasses the block bounded by Douglass Street, 3rd Avenue, Degraw Street, and Nevins Street, is excluded from the primary study area, but is adjacent to this subarea and serves as an open space resource.

SECONDARY STUDY AREA

The secondary study area extends approximately ¼-mile from the primary study area, terminating in the south at the Gowanus and Prospect Expressways. The secondary study area generally extends north to Fulton Street, west to Clinton and Smith Streets, and east to 6th Avenue. The assessment of land use in the secondary study area is discussed by neighborhood and covers parts of Park Slope, Downtown Brooklyn, Boerum Hill, Carroll Gardens, and Gowanus (outside of the Project Area) (see **Figure 2-1**).

Park Slope

Park Slope is located east of 4th Avenue and is primarily characterized by residential buildings comprising two- to four-story brownstones. Residential uses are concentrated on east–west streets. Commercial and mixed-use commercial and residential uses are concentrated on 5th Avenue and 9th Street. Community facility uses are concentrated along 6th Avenue and include Park Slope Elementary School/M.S. 282 (located between Lincoln Place and Berkeley Place), Saint Augustine's Church, P.S. 77, and Park Place Community School between Park Place and Sterling Place. Open space includes the Park Slope Playground, a public park managed by NYC Parks, located directly west of Park Slope Elementary School/M.S. 282.

Boerum Hill

Boerum Hill is a residential neighborhood generally located north and northwest of the Project Area. The neighborhood is characterized by three- to four-story residential brick rowhouses with stoops that form a consistent street wall. A portion of Boerum Hill is located in the Boerum Hill Historic District, which was originally designated in 1973 and was extended in 2018. The district includes historic rowhouses and some mixed-use residential buildings with ground-floor retail. This subarea is mostly residential, but mixed-use residential buildings with ground-floor retail are concentrated on the local retail corridors, Atlantic Avenue and Smith Street. Community facility uses include P.S. 261 on Pacific Street between Smith Street and Hoyt Street and the Hopkins Center for Rehabilitation and Healthcare on the northeast corner of the intersection of Hoyt and Dean Streets.

Downtown Brooklyn

The portion of the secondary study area north of Boerum Hill is Downtown Brooklyn. Downtown Brooklyn is Brooklyn's CBD. It is characterized by high-density commercial and mixed-

residential and commercial buildings. After the area was rezoned in 2004 (Downtown Brooklyn Rezoning), the neighborhood experienced an increase in new residential and mixed-use developments. Buildings in this neighborhood are much taller than buildings in the surrounding residential neighborhoods, reaching over 40 stories. As a CBD, Downtown Brooklyn has a higher concentration of office and commercial development than the rest of the secondary study area.

Carroll Gardens

Carroll Gardens is a residential neighborhood located west of the Project Area. Carroll Gardens is characterized by three- to four-story row houses. Mixed residential buildings with ground-floor retail are found on Court and Smith Streets, the neighborhood's local retail corridors. Community facility and open space uses are concentrated on Smith Street. Carroll Park (NYC Parks) is the neighborhood's largest open space, located on the block bounded by President, Court, Carroll, and Smith Streets. South of Carroll Park are two community facility uses, P.S. 58-The Carroll School and the Hannah Senesh Community Day School. The above-ground F/ G subway line runs along the west side of Smith Street, south of 3rd Street. St. Mary's playground is located under the elevated subway line between Luquer and Huntington Streets.

The Carroll Gardens Historic District (designated in 1973) encompasses block frontages along President and Carroll Streets between Smith and Hoyt Streets. The district consists of two- and three-story row houses set back from the street with deep front yards and gardens.

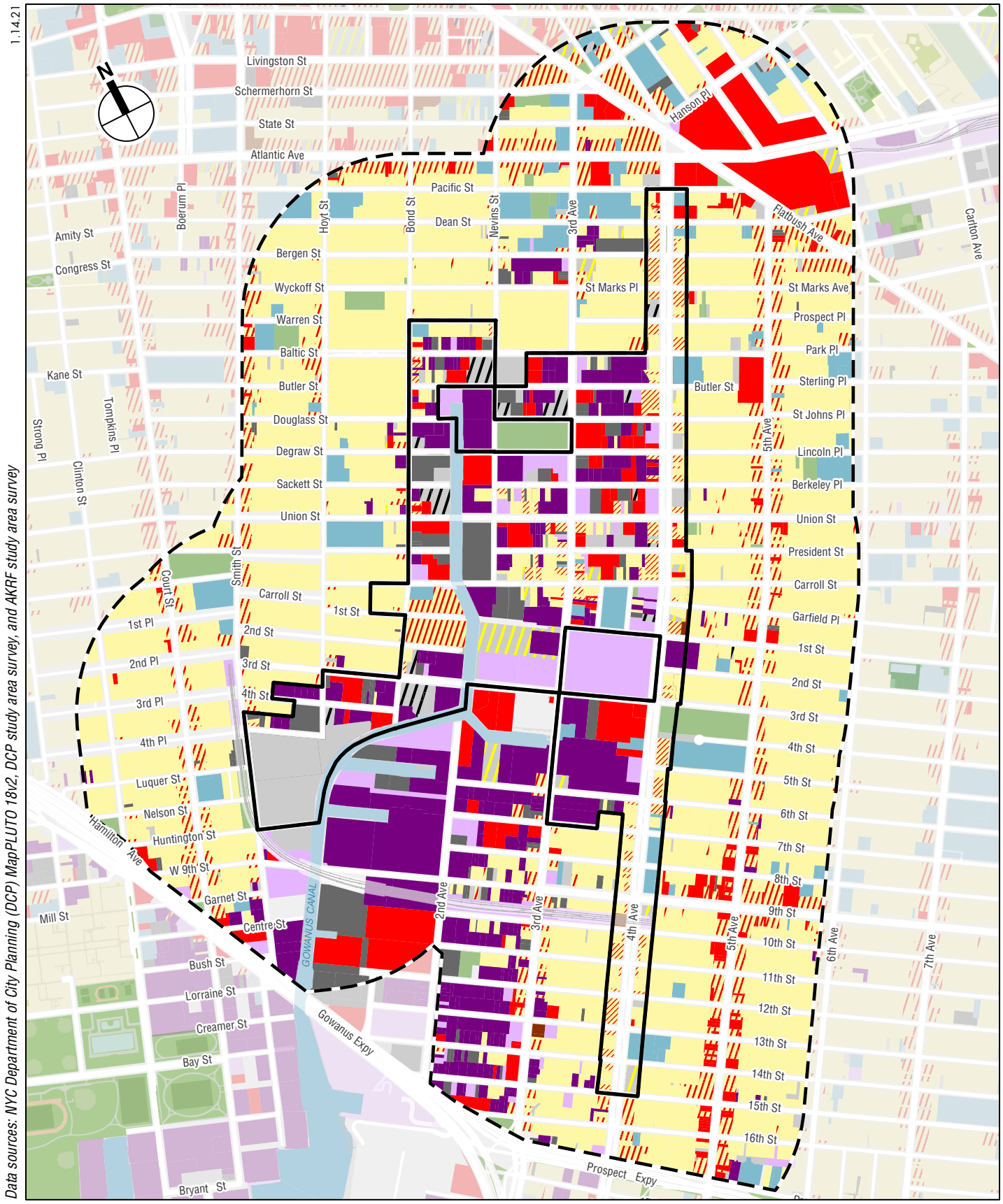
Gowanus (outside of Project Area)

The southern portion of the Gowanus neighborhood south of the Canal and east of 3rd Avenue is not included in the primary study area, but it is within the secondary study area. This area is located within the Southwest Brooklyn Industrial Business Zone (IBZ). West of 2nd Avenue, Gowanus is characterized by large lots with industrial and manufacturing uses, commercial uses, or parking facilities; no residential uses are located west of 2nd Avenue. East of 2nd Avenue, the lots become smaller and the area contains some residential and mixed-residential and commercial uses. The F/G subway line runs above ground and occupies the north side of 10th Street. Ennis Playground, a NYC Parks property, is located midblock on the block bounded by 11th Street, 12th Street, 2nd Avenue, and 3rd Avenue. A New York City Department of Sanitation (DSNY) Garage is located immediately west of Ennis Playground. The only other open space in the subarea is Triangle Three Sixteen, a small paved lot with trees located between 16th Street, Hamilton Avenue, and 3rd Avenue.

ZONING

PRIMARY STUDY AREA

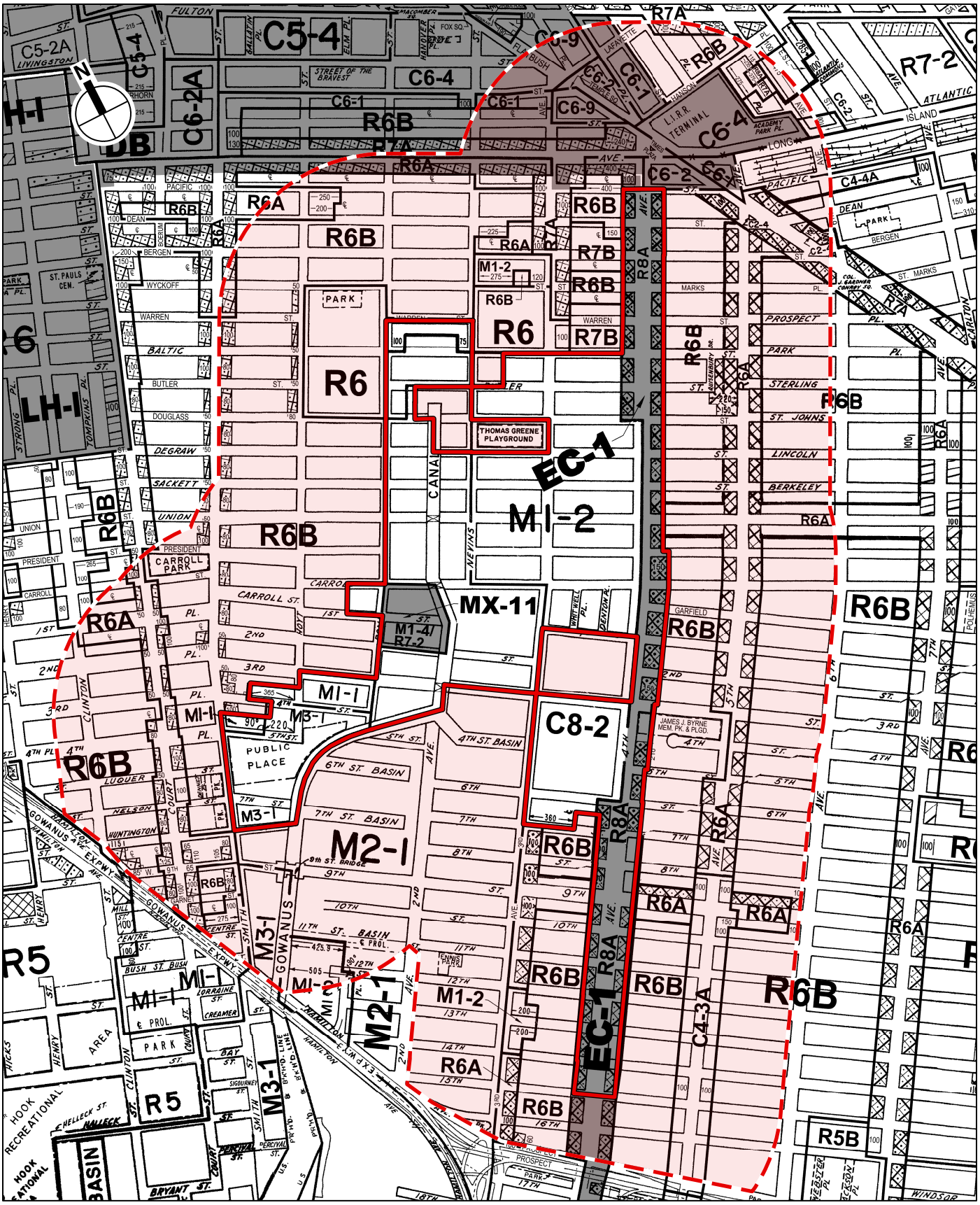
The existing zoning in the Project Area, most of which has been in place since 1961, is composed of M1-1, M1-2, M2-1, M3-1, C8-2, M1-4/R7-2, R6, R6B, R8A, and R8A/C2-4 districts (see **Figure 2-4**). Four zoning map or text amendments have been adopted since 2000. A portion of 4th Avenue was rezoned in 2003 from R7A/C2-4 and R6 (north and south of President Street, respectively) to R8A/C2-4; the Park Slope Rezoning changed the zoning on the superblocks between 3rd and 4th Avenues from M1-2 to C8-2 to reflect the existing land uses and broaden the permitted range of commercial activities. As stated above, the Park Slope Rezoning was at the request of the local community to protect the scale of development in Park Slope and to allow for housing growth along 4th Avenue. The rezoning leveraged the 4th Avenue corridor's width and transit accessibility for housing, albeit without any zoning tools to encourage or require the



GOWANUS NEIGHBORHOOD REZONING AND RELATED ACTIONS

Existing Land Use

Figure 2-3



Existing Zoning

GOWANUS NEIGHBORHOOD REZONING AND RELATED ACTIONS

Figure 2-4

inclusion of affordable housing. Today, new residential developments are not required to provide affordable housing. In 2009, the Carroll Gardens/Columbia Street Rezoning changed the zoning on the block bounded by 1st, Carroll, Bond, and Hoyt Streets from R6 to R6B.

In 2011, DCP initiated a follow-up zoning text amendment in response to blank walls on new buildings and a lack of retail space along 4th Avenue. The text amendment mapped the first Enhanced Commercial District in the City to require commercial and community facility uses on the ground floor, and applied transparency and curb cut location requirements to new developments along 4th Avenue to enhance the pedestrian streetscape.

A private rezoning in 2009, known as the 363-365 Bond Street Rezoning, changed an M2-1 zoning district to an M1-4/R7-2 zoning district on two blocks bounded by Bond Street, 2nd Street, Carroll Street, and the Canal. The rezoning facilitated the remediation and redevelopment of an approximately three-acre site of a former waterfront industrial warehouse with residential space, including affordable housing, commercial, and community facility uses, and a publicly accessible waterfront open space and has generated 140 affordable units to house low-income New Yorkers. Another private rezoning at 55-63 Summit Street, approved in 2018, changed an M1-1 zoning district to an R6B zoning district and designated an MIH area on five adjacent lots on the north side of Summit Street between Columbia and Van Brunt streets. A five-story, 10-unit residential building is planned for the site which currently consists of vacant land and an unoccupied building.

In addition to the zoning changes discussed above, since 2000 there have been more than 20 applications submitted to the BSA generally for use variances. Of these applications, 12 have been granted to allow the conversion or new construction of residential space, schools, or physical culture establishments within the Project Area.

Existing zoning districts are summarized below in **Table 2-7,** shown in **Figure 2-4**, and discussed below.

Table 2-7
Summary of Existing Allowable Densities – Gowanus Rezoning Area

Zoning District	Residential FAR	Industrial/Commercial FAR	Community Facility FAR
M1-1	-	1.0	2.4
M1-2	-	2.0	4.8
M2-1	-	2.0	-
M3-1	-	2.0	-
C8-2	-	2.0	4.8
M1-4/R7-2	3.6	-	6.5
R6	2.43	-	4.8
R6B	2.0	-	2.0
R8A/C2-4	6.02	2.0	6.50

M1-1 & M1-2

An M1-1 zoning district is mapped west of the Canal around 4th Street between Smith and Bond Streets. An M1-2 district is located in a portion upland of the Canal between Nevins Street and 4th Avenue from 3rd Street to Baltic.

M1-1 and M1-2 districts generally allow a wide range of commercial and light manufacturing uses, including office, repair shops, and wholesale service facilities. Self-storage facilities and hotels are only allowed by special permit in most cases. M1 districts permit all types of industry,

but are subject to more stringent performance standards than M2 or M3 districts. Many retail uses are restricted to 10,000 sf in M1 districts, which may only be exceeded by special permit of the City Planning Commission (CPC). Residential uses and community facility uses with sleeping accommodations are not permitted in M1 districts.

The M1-1 district allows industrial and commercial uses at a maximum FAR of 1.0 and certain community facility uses at a maximum FAR of 2.4. The M1-2 district allows industrial and commercial uses at a maximum FAR of 2.0 and community facility uses at a maximum FAR of 4.8. Heights in M1-1 and M1-2 districts are governed by a sloping sky exposure plane, which begins at 30 feet above the street line in the M1-1 district, and at 60 feet in the M1-2 district. Above this height, the building must be located entirely beyond the sloping plane.

Off-street parking requirements vary by use, but typically require one parking space for every three employees or every 1,000 sf of industrial floor area and one parking space per 300 sf of commercial space. Parking requirements that result in less than 15 spaces may be waived, but such waiver does not apply to most manufacturing or warehousing uses. Loading requirements vary by use, and are triggered after providing 25,000 sf of office floor area, and after providing 8,000 sf of other commercial or manufacturing floor area.

Land uses within the M1-1 and M1-2 districts include warehouses/storage for light industrial uses, auto-related businesses (such as auto repair shops), gas stations, self-storage facilities, hotels, retail, entertainment, and fitness/recreational facilities. There is also a considerable amount of vacant or underutilized land. In certain locations, commercial activities (restaurants and food stores, recreation, entertainment establishments) that serve the adjoining residential communities as well as a broader customer base are scattered throughout much of the area, with the greatest concentration of these along 3rd Avenue north of Carroll Street (especially between 3rd and 4th Avenues along Douglass and Degraw Streets) and along Union and 3rd Streets between the Canal and 4th Avenue.

M2-1

An M2-1 district is mapped over much of the western portion of the Project Area. The M2-1 district is generally bounded by Nevins Street to the east, Bond Street to the west, Butler Street to the north, and the Gowanus Canal to the south. M2 districts are primarily found in older industrial neighborhoods and along waterfronts. M2 districts occupy the middle ground between light and heavy industrial areas and have an FAR of 2.0. The M2-1 district is subject to parking requirements based on the type of use and size of an establishment. The maximum base heights before setback is 60 feet in an M2-1 district. No new residential or community facility uses are permitted.

The former industrial waterfront is a mix of commercial activity, parking lot, storage, and light industrial uses interspersed with vacant buildings and vacant land. The recently completed 363-365 Bond Street residential developments, which were facilitated by a rezoning from M2-1 to M1-4/R7-2, are the first new residences along the Canal and include a public esplanade, resilient design, and community facility space.

M3-1

An M3-1 zoning district, which permits a maximum FAR of 2.0 for industrial and commercial uses, is on the west side of the Canal from Huntington Street to 4th Street. The M3-1 district has a base height, above which a structure must fit within a sloping sky exposure plane; the base height is 60 feet or four stories (whichever is less) above the street line. There is no maximum building height. M3 districts are designated for areas with heavy industries that generate noise, traffic, or

pollutants. The M3-1 district is subject to parking requirements based on the type of use and size of an establishment. Typical uses include power plants, solid waste transfer facilities and recycling plants, and fuel supply depots.

The M3-1 district is mapped over two large sites totaling 10 acres of underutilized land; one site is a City-owned site and the other is privately owned and currently used for the Superfund dredging staging work and construction support. Along 4th Street, former loft buildings have been reused and converted to be space for artist studios, co-working, technology, media and design firms, and other newly emerging business sectors.

C8-2

A C8-2 district is mapped in the southernmost portion of the Project Area generally between 3rd Street, 7th Street, 3rd Avenue, and 4th Avenue. C8 districts are found mainly along major traffic arteries. The C8-2 district permits light manufacturing, auto-related businesses, and other heavy commercial uses at a maximum FAR 2.0. C8 districts have a base height limit, above which a structure must fit with a sloping sky exposure plane; the base height is 60 feet in the C8-2 district, and typically produces low-rise, one-story structures. Typical uses are automobile showrooms and repair shops, warehouses, gas stations, and car washes; community facilities, self-storage facilities, hotels and amusements, such as theatres, are also permitted. No new residential uses are permitted.

R6

An R6 district is mapped in an area bounded by Nevins, Bond, Warren, and Baltic Streets. R6 districts are medium-density residential districts that permit a wide variety of housing types. Buildings in R6 districts can be developed in accordance with either height factor or Quality Housing regulations. Under height factor regulations, the FAR ranges from 0.78 to 2.43, depending on the amount of open space provided, while under Quality Housing regulations outside the Manhattan Core, the maximum FAR is 3.0 for buildings on or within 100 feet of a wide street and 2.2 on a narrow street or beyond 100 feet of a wide street. Higher maximum FARs are available for buildings participating in the Inclusionary Housing Program (IH) or that provide certain senior facilities, permitting up to 2.42 and 3.0 FAR on narrow and wide streets, respectively. Under the Quality Housing regulations, the maximum FAR for affordable independent residences for seniors (AIRS) is 3.9. Under height factor regulations, the sky exposure plane starts at 60 feet; under Quality Housing regulations, the maximum base height is 45 feet on a narrow street and 65 feet on a wide street, while the maximum building height is 55 feet on a narrow street and 70 feet on a wide street, which may be increased by 5 feet with a Qualifying Ground Floor (QGF). If utilizing IH, the maximum building height may increase to 115 feet. Standard height factor regulations produce tall buildings that are set back from the street on large lots. Optional Quality Housing regulations produce high lot coverage buildings within height limits that often reflect the scale of older apartment buildings in the neighborhood that pre-date the 1961 Zoning Resolution.

Off-street parking is generally required for 70 percent of a building's dwelling units (DUs). The requirement is reduced to 50 percent on lots less than 10,000 sf, and eliminated for income-restricted housing units (IRHU) within the Transit Zone. Parking can be waived if five or fewer spaces are required.

R6B

An R6B district is mapped along the west side of Bond Street, between Carroll and 1st Streets. The R6B district is a contextual district that typically produces traditional four- to five-story attached rowhouses set back from the street with stoops and small front yards, or apartment buildings of a similar scale. The R6B district permits residential and community facility uses to a maximum FAR of 2.0 (an FAR of 2.2 is allowed for AIRS and in areas designated as part of the IH program). Building base heights must be between 30 and 40 feet, with a 50-foot maximum building height (or 55 feet with a QGF) after the building is set back to a depth of 10 feet on a wide street and 15 feet on a narrow one. New developments are required to line up with adjacent structures to maintain the continuous street wall character. New multi-family residences must provide one off-street parking space for 50 percent of DUs, which may be waived if five or fewer spaces would be required.

R8A

Within the Project Area, an R8A district is mapped on both sides of 4th Avenue from Pacific Street to Douglass Street, on the east side from Douglass Street to 6th Street and then on both sides from 6th Street to 15th Street. The R8A district permits residential and community facility uses at a maximum FAR of 6.02 and 6.50, respectively (an FAR of 7.2 is allowed for AIRS and in areas designated as part of the IH program). The building form requires a base height between 60 feet and 85 feet and a maximum building height of 120 feet. The off-street parking requirement is one space per 1,000 sf of commercial space and health care facilities and one off-street parking space for 40 percent of DUs, which can be waived if 15 or fewer parking spaces are required or if the zoning lot is 10,000 sf or less. Current uses along 4th Avenue vary and include one-story semi-industrial uses, various commercial uses like local retail shops, and residential apartment and walk-up buildings. Today, new residential developments are not required to provide affordable housing.

M1-4/R7-2

An M1-4/R7-2 district (MX-11) is mapped on two blocks bounded by Bond, 2nd, and Carroll Streets and the Gowanus Canal. The uses permitted as-of-right in the MX district include new residential, community facility, commercial, and light industrial uses. The maximum commercial and manufacturing FAR allowed is 2.0. In accordance with IH, the base residential FAR is 2.7, with the potential of increasing to 3.6 with the provision of at least 20 percent of the residential floor area set aside as housing affordable to low-income households. The maximum community facility FAR is 6.5. The off-street parking requirement is 50 percent of the number of market-rate DUs and 25 percent for the affordable DUs in the development. Within an underlying R7-2 district in an MX district, the maximum permitted base height is 60 feet, with a maximum building height of 135 feet.

Waterfront Zoning

Properties along the Canal are also subject to waterfront zoning regulations. Generally, redevelopment, enlargements, and/or changes of use on the waterfront are required to comply with standard waterfront zoning regulations. Standard waterfront public access area (WPAA) guidelines generally require a minimum 40-foot shore public walkway and less on certain constrained sites. On larger lots, supplemental public access areas are required when the total amount of waterfront public access is less than 15 percent of the total lot area. WPAA guidelines are broad guides for waterfront open space that are applied throughout the City, including the

Gowanus Canal. Waterfront zoning typically does not require heavier industrial uses to provide waterfront open space or to comply with standard waterfront zoning regulations. In the case of unique places, like the Gowanus Canal, pure application of WPAA guidelines is often challenging if not impossible and may not respond to the unique nature of the local waterfront context.

Commercial Overlays

A C2-4 commercial overlay is mapped within the existing R8A district mapped along 4th Avenue. C2 commercial overlays are intended to provide local shopping needs, as well as meet broader shopping and service needs. Commercial buildings in C2 overlays have a maximum permitted FAR of 2.0. Otherwise, residential, mixed residential/commercial, and community facility uses in C2 commercial overlays are regulated by the bulk regulations of the underlying residential districts. The C2-4 overlay district typically requires one parking space per 1,000 sf of commercial space.

Special Enhanced Commercial District

The Special Enhanced Commercial District (EC-1) is mapped along 4th Avenue from Pacific Street to 24th Street. From Pacific Street to Douglass Street and from 6th Street to the Prospect Expressway, the district encompasses block frontages on the east and west sides of 4th Avenue. Between Douglass Street and 6th Street and south of the Prospect Expressway, the district encompasses only the frontages on the east side of 4th Avenue.

EC-1 provisions apply ground-floor use regulations, retail transparency requirements, and limitations on parking and curb cuts to promote a vibrant mix of commercial and community facility uses on the ground floor of new developments and enlargements, enhance the pedestrian environment, and create an active streetscape on 4th Avenue. Horizontal enlargements and new developments in the EC-1 must provide windows on the ground floor facing 4th Avenue and may not locate residences or parking on the ground floor within 30 feet of 4th Avenue. At least 50 percent of the frontage must be occupied by retail and service uses as defined for the EC-1, and lobbies are limited to a maximum width of 25 feet. Curb cuts are not allowed on 4th Avenue for lots that have access to the side street.

SECONDARY STUDY AREA

The secondary study area includes the zoning districts discussed above under "Primary Study Area" and additional zoning districts, all of which are presented in **Table 2-8** and described below.

Special Downtown Brooklyn District

The Special Downtown Brooklyn District (DB) was established in 2001 to promote and support growth in Downtown Brooklyn as a CBD and a mixed-use area. The DB extends from Atlantic Avenue to the south, Court and Clinton Street to the west, Tillary Street to the north, and generally encompasses block frontages along Flatbush Avenue and Flatbush Avenue Extension to the east.

The district provisions establish special height and setback regulations and urban design guidelines for a range of moderate- to high-density residential and commercial districts. Flexible height and setback regulations facilitate development on small irregularly shaped lots often found in Downtown Brooklyn. Urban design guidelines promote ground-floor retail and street wall continuity, storefront glazing, sidewalk widening, curb cut restrictions, and off-street relocation of subway stairs. The IH R10 Program, which offers an optional floor area bonus for the creation or preservation of affordable housing, is applicable in the highest density districts.

Table 2-8
Existing Zoning Districts within the Secondary Study Area

Name	Definition/General Use	Maximum FAR
Residential Districts		
R6A	R6A are contextual districts that produce high lot coverage, five- to six-story apartment buildings near the street line.	R: 3.0[1]; CF:3.0
R6B	R6B are contextual districts that generally produce four-to five-story apartment buildings with provisions to line up with adjacent buildings.	R: 2.0[1]; CF: 2.0
R6	R6 are non-contextual, medium-density districts that allow height factor or Quality Housing regulations.	R: 2.43; CF:4.8
R7-2	R7-2 are non-contextual, medium-density districts that allow height factor or Quality Housing regulations.	R: 3.44; CF:6.5
R7A	R7A are contextual districts that generally produce six- to eight-story apartment buildings	R: 6.02; CF:6.5
R7B	R7B are contextual districts that generally produce five- to seven-story apartment buildings with provisions to line up with adjacent buildings	
R8A	R8A are contextual districts that generally produce eight- to twelve-story apartment buildings	R: 6.02; CF:6.5
Commercial Districts		
C1-4 Overlay (R6B)	C1 and C2 overlays are mapped within residence districts on streets that serve local retail needs. Commercial buildings are subject to commercial bulk rules and residential bulk is governed by the underlying residential district. Generally, the lower the numerical suffix, the more off-street parking is required.	R: 2.0; CF: 2.0; C: 2.0
C2-4 Overlay (R6B)		R: 2.0; CF: 2.0; C: 2.0
C4-3A	C4 districts are mapped in regional commercial centers and permit uses such as specialty and department stores, theaters and other commercial and office uses. C4-3A districts have a residential district equivalent of R6A, as described above. Commercial buildings are subject to commercial bulk rules and residential bulk is governed by the underlying residential district.	R: 3.0; CF: 3.0; C: 4.0
C6-1	C6 districts permit a wide range of high-bulk commercial uses requiring a central location. Corporate headquarters, large hotels, department stores, and entertainment facilities in high-rise mixed buildings are permitted.	R: 4.0[1]; CF:6.5; C: 6.0
C6-2		R: 10[1]; CF:10; C: 6.0
C6-4		R: 10[1]; CF:10; ;C: 10.0
Manufacturing Districts		
M1-2	M1 districts are often buffers between M2 or M3 districts and adjacent residential or commercial districts. M1 districts typically include light industrial uses, which must meet the stringent M1 performance standards.	M: 1.0; C: 1.0; CF: 2.4
M2-1	M2 districts occupy the middle ground between light and heavy industrial areas. These districts are mainly mapped in the city's older industrial areas along the waterfront.	M: 2.0; C: 2.0
M3-1	M3 districts are designated for area with heavy industries that generate noise, traffic, or pollutants. Typical uses include power plants, solid waste transfer facilities, and recycling plants.	M: 2.0; C:2.0
Special Districts		
Special Downtown Brooklyn District	The Special Downtown Brooklyn District establishes special height and setback regulations, and urban design guidelines to promote the growth of Downtown Brooklyn as a unique mixed-use area. See below for details.	See below for details
Special Enhanced Commercial District (EC-1)	Special Enhanced Commercial District provisions apply ground-floor use regulations, retail transparency requirements, and limitations on parking and curb cuts to promote a vibrant mix of commercial and community facility uses on the ground floor of new developments and enlargements, enhance the pedestrian environment, and create an active streetscape	See below for details
Special Mixed Use District: (MX-11)	In Special Mixed Use Districts (MX) residential and non-residential uses area permitted as of right and can be located side by side or in the same building, with certain restrictions.	See below for details.

Notes:
R=Residential ; CF=Community Facility; C=Commercial; and M=Manufacturing
[1] Increase in FAR with ***IH designated area*** bonus
[2] FAR bonus up to 20 percent for a public plaza
Source: DCP

Special Mixed Use District

A Special Mixed Use District (MX-11), effective as of 2009, encompasses two blocks on the western edge of the Canal bounded by Carroll Street to the north, Bond Street to the east, and 2nd Street to the South. MX districts are intended to encourage investment in and enhance neighborhoods where residential and industrial uses exist in close proximity. MX districts pair an M1 district with an R3 through R10 district; the Gowanus MX district is an M1-4/R7-2 district (MX-11). Industrial, commercial, and community facility uses are subject to the M1-4 district bulk controls, except that community facilities are subject to residential FAR limits. Most light industrial uses are permitted in each MX district as-of-right, others are subject to restrictions, and Use Group 18 uses are excluded altogether—except for small breweries. Residential uses are subject to the bulk and parking controls of the R7-2 district.

The M1-4 district allows an FAR of 2.0 and does not require accessory parking. R7 districts allow an FAR of between 0.87 and 3.44, dependent on height factor regulations. The required sky exposure plane starts at 60 feet, however, MX districts are subject to additional height restrictions. The R7-2 district requires parking for 50 percent of DUs or 15 percent of income-restricted housing units.

Special Enhanced Commercial District

The EC-1 is mapped along 4th Avenue from Pacific Street to the north to 24th Street to the south. From Pacific Street to Douglass Street and from 6th Street to the Prospect Expressway, the district encompasses block frontages on the east and west sides of 4th Avenue. Between Douglass Street and 6th Street and south of the Prospect Expressway, the district encompasses only the frontages on the east side of 4th Avenue.

EC-1 provisions apply ground-floor use regulations, retail transparency requirements, and limitations on parking and curb cuts to promote a vibrant mix of commercial and community facility uses on the ground flood of new developments and enlargements, enhance the pedestrian environment, and create an active streetscape on 4th Avenue. Enlargements and new developments in the EC-1 must provide windows on the ground floor facing 4th Avenue and may not locate residences or parking on the ground floor within 30 feet of 4th Avenue. At least 50 percent of the frontage must be occupied by retail and service uses as defined for the special district, and lobbies are limited to a maximum width of 25 feet. Curb cuts are not allowed on 4th Avenue for lots that have access to the side street.

PUBLIC POLICY

PRIMARY STUDY AREA

Several public policies that affect the primary study area also affect the secondary study area. Policies affecting both study areas are only discussed once, and include:

Housing New York

On May 5, 2014, the de Blasio administration released *Housing New York*, a plan intended to build and preserve 200,000 affordable homes over the coming decade to support New Yorkers with a range of incomes. In 2017, the de Blasio administration released *Housing New York 2.0,* an updated and expanded plan that increased the city's goal to 300,000 affordable homes by 2026 and introduced new initiatives to achieve this goal. The plan details the key policies and programs for implementation, including developing affordable housing on underused public and private

sites, facilitating homeownership, preventing displacement, creating more homes for seniors, protecting Mitchell-Lama moderate- and middle-income buildings, and utilizing innovative design techniques, such as modular building and micro-units. In calendar year 2019, the City financed 25,889 affordable DUs. This includes 15,692 preserved affordable DUs and 10,197 new affordable DUs — a record for new construction. This brings the total number of affordable DUs financed under *Housing New York* to 147,933. In 2019, the City financed a record-breaking 3,030 affordable DUs for people experiencing homelessness and 1,482 affordable DUs of supportive housing. Nearly 85 percent of all homes financed through Mayor de Blasio's housing plan are affordable to low-income New Yorkers; more than 40 percent of these homes will serve families earning less than 50 percent AMI.

Vision Zero

The City's *Vision Zero* initiative seeks to eliminate all fatalities from vehicular, bicycle, and pedestrian traffic crashes. New York City Department of Transportation (DOT) and the New York City Police Department (NYPD) developed a set of five plans, each of which analyzes the unique conditions of one New York City borough and recommends actions to address the borough's specific challenges to pedestrian safety. The plans identify specific conditions and characteristics of pedestrian fatalities and severe injuries and identify priority corridors, intersections, and areas that disproportionately account for pedestrian fatalities and severe injuries, prioritizing them for safety interventions. The plans outline a series of recommended actions consisting of engineering, enforcement, and education measures that intend to alter the physical and behavioral conditions on city streets that lead to pedestrian fatalities and injuries.

The *Vision Zero Brooklyn Pedestrian Safety Action Plan* was published in January of 2015. The plan identified two "priority corridors" and one "priority intersection" within the primary and secondary study areas. 4th Avenue (generally between Flatbush Avenue and Belt Parkway) and Atlantic Avenue were identified as priority corridors. The intersection of Flatbush and Atlantic Avenues was identified as a priority intersection. The plan identified a series of engineering/planning, enforcement, and education/awareness campaign strategies to enhance pedestrian safety along priority corridors and intersections. These strategies included measures such as reducing the speed limit to 25 miles per hour (MPH), expanding exclusive pedestrian crossing time, installing additional lighting around key transit stops, expanding the bicycle network, prioritizing targeted enforcement, deploying speed cameras, and targeting intensive street-level outreach. *Vision Zero* also identified a goal of proactively designing for pedestrian safety for high-growth areas, areas that were identified for zoning changes, or areas surrounding underutilized sites that could be used for affordable housing development.

In February of 2019, the *Vision Zero Borough Pedestrian Safety Action Plans Update* was published. This update added the intersection of 4th Avenue and 9th Street as a priority intersection. In addition to the actions introduced in 2015, new actions included adding exclusive pedestrian crossing time at every feasible intersection on all new Priority Corridors; modifying signal timing; launching integrated data-driven speed reducer program; tracking Vision Zero violations; launching a high-visibility enforcement program, corridor outreach program, and driveway safety program; conducting a comprehensive study of senior pedestrian injuries; and collaborating with the Business Integrity Commission to improve the safety of commercial waste fleets.

Major safety projects in the primary and secondary study areas completed or in progress include, among others: a bicycle lane added on Bond Street; traffic calming on Hoyt Street; a comprehensive redesign of 9th Street, including protected bike lanes, traffic calming measures,

and shortened pedestrian crossings; traffic calming at the intersection of 4th Avenue and Atlantic Avenue; and traffic flow improvement, leading pedestrian intervals, pedestrian refuges, shortened crosswalks, and other safety measures at the intersection of Flatbush and Atlantic Avenues. Additionally, the speed limit on 4th Avenue has been reduced to 25 miles per hour.

New York City Food Retail Expansion to Support Health (FRESH) Program

The study areas are located in an area of Brooklyn that is eligible to participate in the New York City Food Retail Expansion to Support Health (FRESH) Program's tax incentives, which provide discretionary tax incentives to promote the establishment and retention of neighborhood grocery stores in communities that lack full-line grocery stores. Portions of the primary and secondary study areas are located within a FRESH-designated area. The FRESH program is open to grocery store operators renovating existing retail space or developers seeking to construct or renovate retail space that will be leased by full-line grocery store operators who meet the following criteria:

- Provide a minimum of 6,000 sf of retail space for a general line of food and non-food grocery products intended for home preparation, consumption, and utilization;
- Provide at least 50 percent of a general line of food products intended for home preparation, consumption, and utilization;
- Provide at least 30 percent of retail space for perishable goods that include dairy, fresh produce, fresh meats, poultry, fish, and frozen foods; and
- Provide at least 500 sf of retail space for fresh produce.

Financial incentives are available to eligible grocery store operators and developers to facilitate and encourage FRESH Food Stores in the designated area. These incentives include real estate tax reductions, sales tax exemptions, and mortgage recording tax deferrals.

OneNYC / PlaNYC

In 2007, the City of New York released *PlaNYC – A Greener, Greater New York,* a groundbreaking policy framework that became the model sustainability plan for some of the world's largest cities. PlaNYC delineated 127 initiatives in the areas of housing and neighborhoods, parks and public spaces, brownfields, waterways, water supply, transportation, energy, and climate change with detailed implementation roadmaps and milestones for each one. The Plan's purpose was to manage the City's economic and population growth in ways guided by the principles of long-term sustainability. In 2011, the Mayor's Office of Long Term Planning and Sustainability released an update to PlaNYC that included policies to address three key challenges that the City would face over the next twenty years: population growth, aging infrastructure, and global climate change. In the 2011 update, elements of the plan were organized into 10 categories—housing and neighborhoods, parks and public space, brownfields, waterways, water supply, transportation, energy, air quality, solid waste, and climate change—with corresponding goals and initiatives for each category. As stated in the *CEQR Technical Manual*, a project is generally considered consistent with PlaNYC's goals if it includes one or more of the following elements:

- Land Use: pursue transit-oriented development; preserve and upgrade current housing; promote walkable destinations for retail and other services; reclaim underutilized waterfronts; adapt outdated buildings to new uses; develop underused areas to knit neighborhoods together; deck over rail yards, rail lines, and highways; extend the IH Program in a manner consistent with such policy; preserve existing affordable housing; and redevelop brownfields.

- Open Space: complete underdeveloped destination parks; provide more multi-purpose fields; install new lighting at fields; create or enhance public plazas; plant trees and other vegetation; upgrade flagship parks; convert landfills into parkland; increase opportunities for water-based recreation; and conserve natural areas.
- Water Quality: expand and improve wastewater treatment plants; protect and restore wetlands, aquatic systems, and ecological habitats; expand and optimize the sewer network; build high level storm sewers; expand the amount of green, permeable surfaces across the City; expand the Bluebelt system; use green infrastructure to manage stormwater; be consistent with the Sustainable Stormwater Management Plan; build systems for on-site management of stormwater runoff; incorporate planting and stormwater management within parking lots; build green roofs; protect wetlands; use water-efficient fixtures; and adopt a water conservation program.
- Transportation: promote transit-oriented development; promote cycling and other sustainable modes of transportation; improve ferry services; make bicycling safer and more convenient; enhance pedestrian access and safety; facilitate and improve freight movement; maintain and improve roads and bridges; manage roads more efficiently; increase capacity of mass transit; provide new commuter rail access to Manhattan; improve and expand bus service; improve local commuter rail service; and improve access to existing transit.
- Air Quality: promote mass transit; use alternative fuel vehicles; install anti-idling technology; use retrofitted diesel trucks; use biodiesel in vehicles and in heating oil; use ultra-low sulfur diesel and retrofitted construction vehicles; use cleaner-burning heating fuels; and plant street trees and other vegetation.
- Energy: exceed the Energy Code standards; improve energy efficiency in historic buildings; use energy-efficient appliances, fixtures, and building systems; participate in peak load management systems, including smart metering; repower or replace inefficient and costly in-city power plants; build distributed generation power units; expand natural gas infrastructure; use renewable energy; use natural gas; install solar panels; use digester gas for sewage treatments plants; use energy from solid waste; and reinforce the electrical grid.
- Natural Resources: plant street trees and other vegetation; protect wetlands; create open space; minimize or capture stormwater runoff; and redevelop brownfields.
- Solid Waste: promote waste prevention opportunities; increase the reuse of materials; improve the convenience and ease of recycling; create opportunities to recover organic material; identify additional markets for recycled materials; reduce the impact of the waste systems on communities; and remove toxic materials from the general waste system.

In April 2015, PlaNYC was updated and released as OneNYC, a comprehensive plan for a sustainable and resilient city for all New Yorkers that speaks to the profound social, economic, and environmental challenges faced by the City. Growth, sustainability, and resiliency remain at the core of OneNYC, but with the poverty rate remaining high and income inequality continuing to grow, the de Blasio Administration added equity as a guiding principle throughout the plan. In addition to the focuses of population growth, aging infrastructure, and global climate change, OneNYC brings new attention to ensuring the voices of all New Yorkers are heard and to cooperating and coordinating with regional counterparts.

OneNYC included updates on previous sustainability and resiliency initiatives and also set additional goals and initiatives under the organization of four visions: growth, equity, resiliency, and sustainability.

Goals of the plan are to make New York City:

- A Growing, Thriving City by fostering industry expansion and cultivation, promoting job growth, creating and preserving affordable housing, supporting the development of vibrant neighborhoods, increasing investment in job training, expanding high-speed wireless networks, and investing in infrastructure.
- A Just and Equitable City by raising the minimum wage, expanding early childhood education, improving health outcomes, making streets safer, and improving access to government services.
- A Sustainable City by reducing greenhouse gas emissions, diverting organics from landfills to attain Zero Waste, remediating contaminated land, and improving access to parks.
- A Resilient City by making buildings more energy efficient, making infrastructure more adaptable and resilient, and strengthening coastal defenses.

Part of the Sustainable City goal of OneNYC is a commitment to reduce greenhouse gas emissions by 80 percent from 2005 levels by 2050, with an interim goal of a 40 percent reduction by 2030. The *Roadmap to 80 x 50* outlines key strategies to achieve this goal in the areas of energy, buildings, transportation, and waste. Specific strategies include: making walking and biking safer, more convenient options for all New Yorkers; ensuring that the City's policies prioritize walking, biking, and transit; achieving exceptional energy performance for new buildings and substantial renovations; and a commitment to promote clean, distributed energy resources.

In November 2015, Mayor Bill de Blasio released the *Industrial Action Plan* intended to protect and strengthen core industrial areas, including Industrial Business Zones (IBZ), invest in the long term development of industrial businesses, and prepare New Yorkers for the industrial and manufacturing jobs of the future. Strategies for strengthening core industrial areas include limiting new hotels and personal storage in IBZs; creating models for unique mixed-use districts that include light industrial, commercial, and residential uses; and upholding current zoning in IBZs that prohibit residential development.

In April 2019, Mayor Bill de Blasio released OneNYC 2050, a comprehensive strategy to secure the City against future challenges. In addition to the previous focuses of OneNYC, OneNYC 2050 draws attention to inequity of rising rents, access to healthcare and education, and the need to further strengthen democracy in New York City.

As the *CEQR Technical Manual* has yet to be updated to address the approach of OneNYC, the PlaNYC sustainability assessment, as described above, continues to be utilized to evaluate large publicly sponsored projects.

Excelsior Jobs Program

Businesses located within the Project Area are eligible to participate in New York State's Excelsior Program (which replaced the Empire Zones program in 2010). The Excelsior Program is administered by the Empire State Development Corporation and is designed to encourage the expansion in and location to New York of businesses in growth industries, such as clean technology, broadband, information systems, renewable energy, and biotechnology. Firms in these industries that create and maintain new jobs or make significant financial investment are eligible to apply for tax credits associated with job creation, investment, research and development, and a real property tax credit. The Excelsior Real Property Tax Credit is only available to firms located in certain distressed areas, identified as Investment Zones, and firms in targeted industries that meet higher employment and investment thresholds (Regionally Significant Projects). Southwest

Brooklyn has been identified as an Investment Zone. As such, businesses that locate within Southwest Brooklyn, including parts of the Project Area, and that meet established job and investment thresholds are eligible for this tax credit.

Waterfront Revitalization Program (WRP)

The WRP is the City's principal coastal zone management tool. Originally adopted in 1982 and revised in 2016, it establishes the City's policies for development and use of the waterfront. Revisions to the WRP were adopted by the City Council in 2013, and were then approved by the New York State Secretary of State in February 2016. All Proposed Actions subject to CEQR, ULURP, or other local, state, or federal agency discretionary actions that are situated within New York City's designated Coastal Zone Boundary must be reviewed and assessed for their consistency with the WRP. The Project Area and corresponding primary and secondary study areas are within the coastal zone (see **Figure 2-5**). The WRP contains 10 major policies, each with several objectives focused on the following: improving public access to the waterfront; reducing damage from flooding and other water-related disasters; protecting water quality, sensitive habitats (such as wetlands), and the aquatic ecosystem; reusing abandoned waterfront structures; and promoting development with appropriate land uses.

Brownfield Opportunity Area Program

In an effort to catalyze economic development and clean up environmentally contaminated sites, a Brownfield Opportunity Area (BOA) Nomination Study was prepared in 2014 for Community Board 6 and submitted to the New York State Department of State (DOS) and DEC. The BOA study area straddles the neighborhoods of Carroll Gardens, Park Slope, and Boerum Hill. It includes areas mapped with manufacturing districts generally located on the east side of the Canal between 3rd and 4th Avenues, 1st Street and 15th Street/Hamilton Avenue, and the east side of the Canal between 4th Avenue, Sackett Street, and Baltic Street. A portion of the study area is located within the Southwest Brooklyn IBZ. The BOA study analyzed land use, building and economic trends, surveyed businesses, and developed a series of findings and recommendations. Nineteen sites were also studied further to explore opportunities for strategic investment and redevelopment.

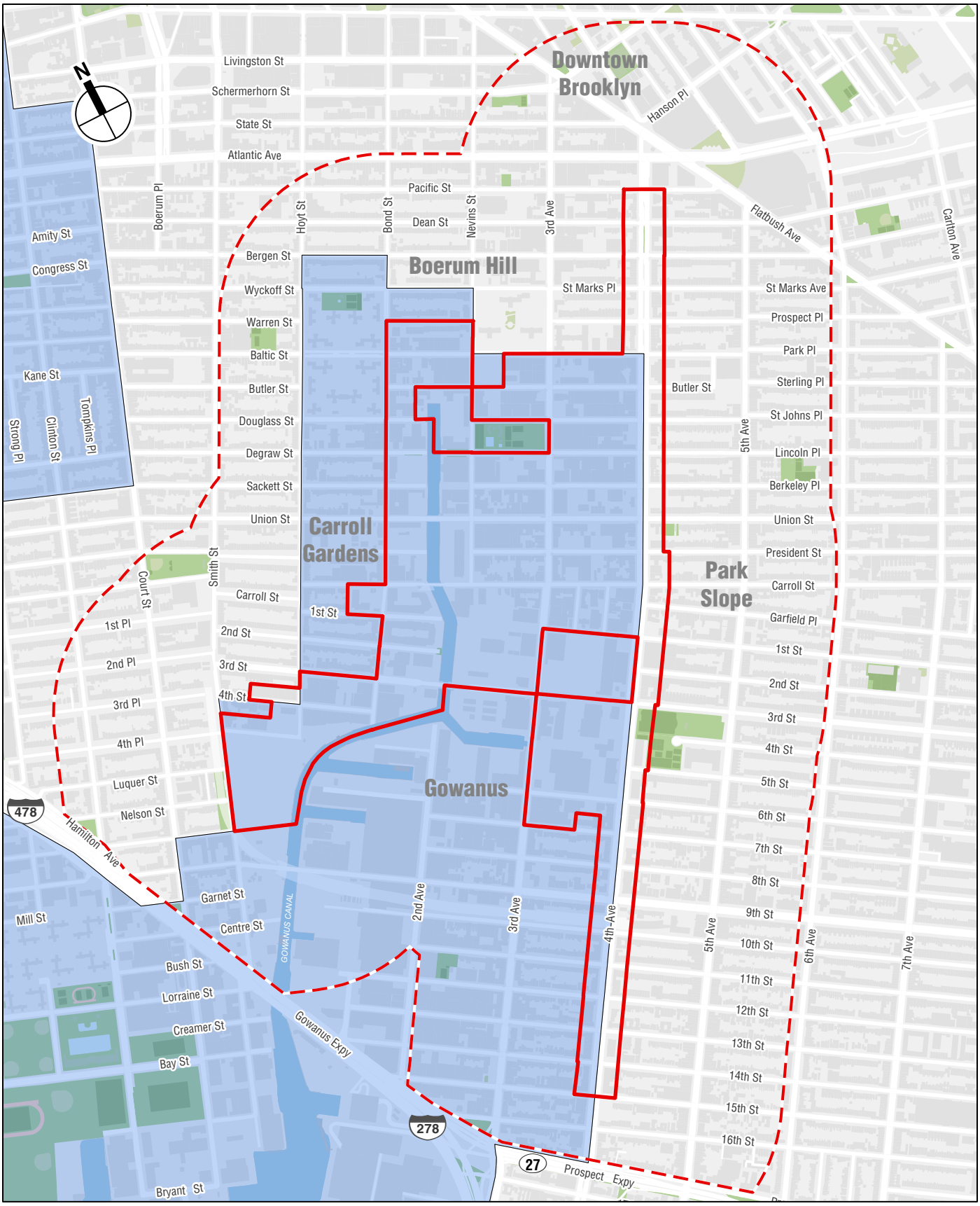
Based on community outreach and an existing conditions analysis, the BOA study found that Gowanus is an employment hub for local residents with a building stock appealing to artists and start-ups, while also a neighborhood grappling with a legacy of contamination, transportation and parking challenges, and limited parks and open space, especially along the Canal. The BOA study presents three recommendations: first, support and grow industrial business in Gowanus, second, preserve a navigable canal for all users, and third, integrate evolving interests in Gowanus (cultural, environmental, recreational) with existing industrial and business interests to foster a multi-faceted, productive, and creative economy.

SECONDARY STUDY AREA

Several public policies are only applicable to the secondary study area and do not affect the primary study area. These public policies include:

Industrial Business Zone

Industrial Business Zones (IBZs) were established to protect existing manufacturing districts and encourage industrial growth citywide. In 2006, the City created 16 IBZs, which provide expanded business services for industrial and manufacturing businesses. The IBZs are supported by tax credits



Coastal Zone Boundary

GOWANUS NEIGHBORHOOD REZONING AND RELATED ACTIONS

Figure 2-5

for locating within them, zone-specific planning efforts, and direct business assistance from Industrial Providers of NYC Business Solutions Industrial and Transportation. Because the purpose of IBZs is to foster industrial sector growth by creating real estate certainty, the previous administration stated that it would not support the rezoning of these areas for residential use. The Southwest Brooklyn IBZ overlaps the southern portion of the secondary study area between the Canal and 3rd Avenue, directly abutting the primary study area (see **Figure 2-6**).

Business Improvement Districts

The secondary study area overlaps with the following Business Improvement Districts (BID): Atlantic Avenue BID, Court-Livingston-Schermerhorn BID, Metrotech BID, North Flatbush BID, and the Park Slope 5th Avenue BID (see **Figure 2-7**).

The Atlantic Avenue BID was established in 2011 and encompasses 55 blocks and approximately 400 ground-floor retail businesses in Brooklyn Heights, Boerum Hill, and Cobble Hill. The Atlantic Avenue BID seeks to promote Atlantic Avenue's long-term economic development goals by creating a thriving boulevard that preserves the history and diverse neighborhood culture while attracting residents and visitors to its services, shops, and dinning. Other goals include marketing and promotion of the business boulevard, capital improvements, streetscape and beautification projects, advocacy programs, and business services that improve economic conditions and support a high quality of life for local businesses.

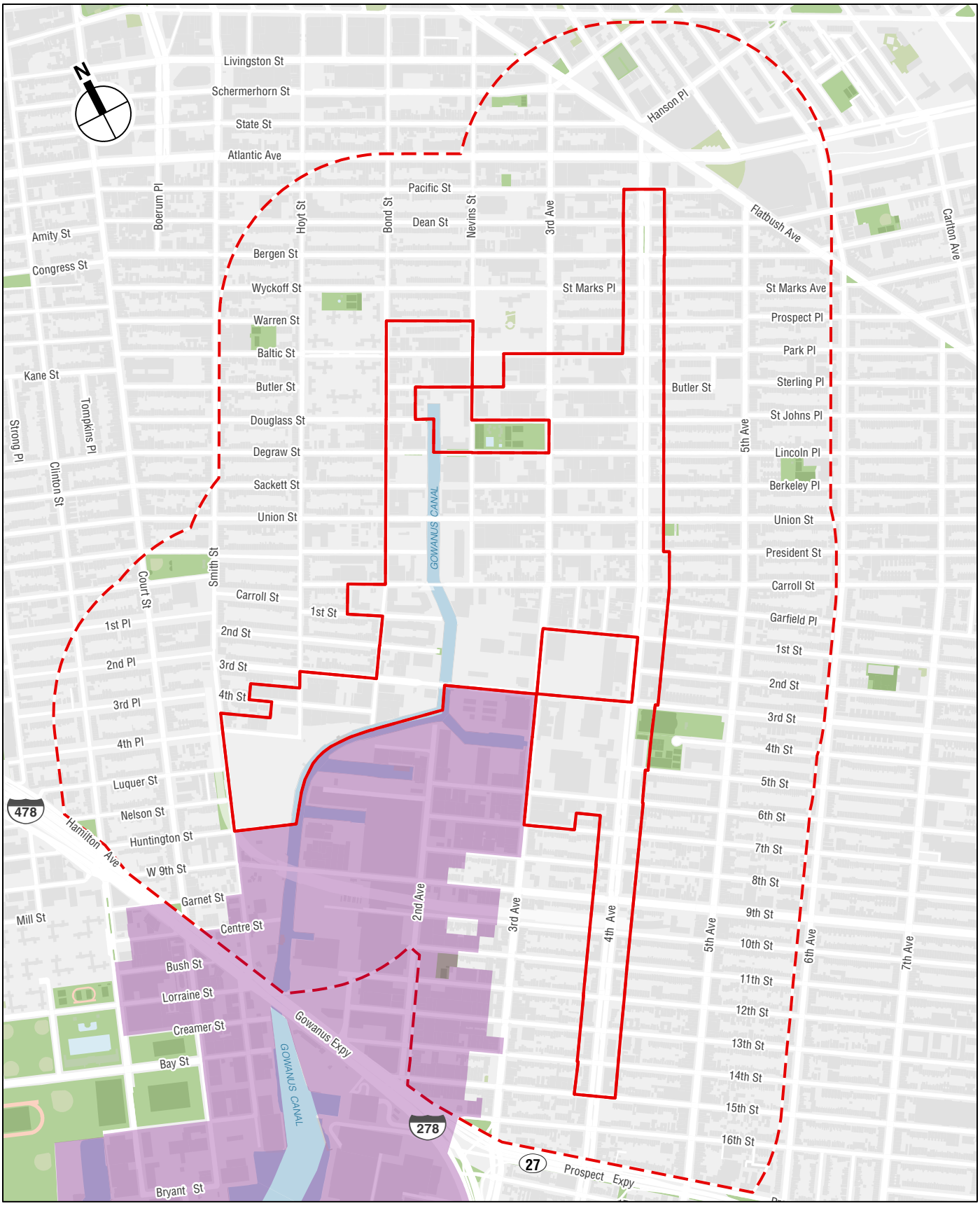
Both the Court-Livingston-Schermerhorn and MetroTech BIDs are managed by the larger Downtown Brooklyn Partnership. The Court-Livingston-Schermerhorn BID was established in 2007 and encompasses 68 blocks and approximately 194 ground-floor retail businesses. The Court-Livingston-Schermerhorn BID provides supplemental sanitation services, retail development services, and streetscape improvements to improve the business environment and quality of life for the neighborhood. The MetroTech BID was established in 1992 and further expanded in 2016. Its goals is to ensure the area is an inviting place to live, work, and visit.

The North Flatbush BID was established in 1986 and covers 24 blocks and approximately 157 ground-floor retail businesses. The North Flatbush BID provides support with city agencies, sanitation services, promotional activities, holiday decorations, advertising opportunities, community events, and capital projects, such as streetscape improvements.

The Park Slope 5th Avenue BID was established in 2008 and covers approximately 62 blocks and 490 ground-floor retail businesses. Their mission is to support businesses, property owners, residents and institutions on 5th Avenue by enabling community engagement and creativity, fostering innovation and growth, advocating for inclusive economic sustainability, and enhancing quality of life for all.

New York Works

New York Works is a plan released by the de Blasio administration in June 2017 consisting of 25 initiatives to spur the creation of 100,000 jobs with good wages over the coming decade. These initiatives are divided into five strategies: Tech, Life Sciences and Healthcare, Industrial and Manufacturing, Creative and Cultural Sectors, and Space for Jobs of the Future. The Spaces for Jobs of the Future strategy of the plan anticipates the future need for high quality office space across the city, and would create 25,000 jobs through investments in existing and proposed commercial centers across the city. These investments will serve to support jobs closer to where New Yorkers live and to strengthen core job markets and global competitiveness. The *New York*



Southwest Brooklyn Industrial Business Zone

GOWANUS NEIGHBORHOOD REZONING AND RELATED ACTIONS

Figure 2-6

Works plan recognizes the growth of Downtown Brooklyn as a major commercial center and is supportive of land use proposals that include a substantial commercial office component.

Brooklyn Cultural District

The study area is within the Brooklyn Cultural District, a joint project between DCP, the New York City Economic Development Corporation (EDC), the New York City Department of Cultural Affairs (DCA), HPD, and the Downtown Brooklyn Partnership. The goal of the Brooklyn Cultural District is to support the existing concentration of established and emerging arts organizations and encourage economic and cultural development with new arts spaces, streetscape enhancements, and affordable housing. The Brooklyn Cultural District is anchored by the Brooklyn Academy of Music. Plans for the district include new performance and rehearsal spaces, office space for a diverse group of local arts organizations, a public plaza for the community, a library, a cinema, and affordable housing.

Atlantic Terminal Urban Renewal Area

The northern portion of the secondary study area (Block 174, Lot 24) is within the boundaries of the Atlantic Terminal Urban Renewal Area, which was established in 1968 and last revised in 2004. The goals of the Atlantic Terminal Urban Renewal Plan (URP) are to rehabilitate substandard or insanitary structures, encourage development and employment opportunities in the area, and encourage community facility construction (which would include retail areas, park space, and parking provisions) as well as high quality housing. Projects facilitated by the Atlantic Terminal URP include the Atlantic Terminal and Atlantic Center Mall, the Barclays Center, and Pacific Park.

Brooklyn Center Urban Renewal Area

The northern portion of the secondary study area is within the boundaries of the Brooklyn Center Urban Renewal Area (BCURA), which was established in 1970 and last revised in 2004, in an effort to strengthen and expand the commercial and retail core and the residential base of Brooklyn Center. The BCURA was established to provide new areas for expansion of office, educational, cultural, manufacturing, and open space uses, and improve traffic safety and rationalize the circulation system in the area by providing for the separation of major pedestrian and traffic flows. The Brooklyn Center Urban Renewal Plan (BCURP) regulations were extended until 2044 as part of the Downtown Brooklyn Development project, which was assessed as part of the *Downtown Brooklyn Development FEIS* (2004). In addition, as part of the Downtown Brooklyn Development project, the boundaries of the BCURA were extended to include additional blocks.

Downtown Brooklyn Development Plan

Approved by the CPC on May 10, 2004, and adopted by the New York City Council on June 28, 2004, the Downtown Brooklyn Development Plan was a comprehensive development plan to facilitate the continued growth of Downtown Brooklyn. The plan aimed to foster a multiuse urban environment to serve the residents, businesses, academic institutions, and cultural institutions of Downtown Brooklyn and its surrounding communities. To achieve these goals, the plan called for enacting major zoning changes, creating high quality public spaces, providing adequate parking facilities, improving transit infrastructure, strengthening retail, expanding cultural resources, and enhancing the pedestrian environment. The plan called for increased FAR for commercial, community facility, and residential uses in the Downtown Brooklyn Core Area. The 2004 approvals from the CPC and City Council included the authorization for acquisition by the City

of development parcels in the area and the disposition of such parcels (including the development rights from Willoughby Square) to private parties for redevelopment in accordance with the plan.

NextGeneration New York City Housing Authority

NYCHA provides housing to over 400,000 New Yorkers in public housing and services over 200,000 New Yorkers who receive Section 8 vouchers. Due to years of underfunding and deteriorating buildings, NYCHA has a multi-million dollar structural operating deficit and billions of dollars of unmet capital needs. NYCHA residents are living with leaks, mold, and unreliable heat and hot water. In 2015, NYCHA and Mayor de Blasio released the *NextGeneration (NextGen) NYCHA* strategic plan to address these issues. The plan has four goals: achieve short-term financial stability and diversify funding for the long term; operate as an efficient and effective landlord; (re)build, expand, and preserve public and affordable housing stock; and engage residents and connect them to best-in-class social services. *NextGen Neighborhoods* is a program of *NextGen NYCHA* that facilitates the private development of new, mixed-income, infill housing on available NYCHA land. Revenue generated from these developments would help fund critical repairs at existing NYCHA properties. A *NextGen Neighborhoods* project was announced for NYCHA Wyckoff Gardens, where a 16-story, 500-unit building (half of units will be affordable) could replace two existing parking lots.

PACT (Permanent Affordability Commitment Together) is a program of *NextGen NYCHA* that seeks to create public-private partnerships to fund repairs and manage NYCHA developments while maintaining long-term affordability and protecting residents rights. A major strategy of PACT is RAD (Rental Assistance Demonstration). RAD is a federal program which allows housing authorities such as NYCHA to convert HUD-assisted public housing units to project-based Section 8 contracts. Under Section 8 contracts, building owners are able to seek and secure private financing for repairs, which is not an option for public housing. These diversified financing options allow owners to address critical repairs, preserve affordable housing stock and improve living conditions for residents. Under PACT-RAD, Section 8 contracts must be renewed in perpetuity and include an additional use agreement that ensures units will remain permanently affordable. PACT-RAD rules also require ongoing ownership by a public or non-profit entity. NYCHA's 572 Warren Street has been selected to undergo PACT-RAD conversion.

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

LAND USE

PRIMARY STUDY AREA

In 2035, without the Proposed Actions (the No Action condition), it is expected that the current land use trends and general development patterns will continue. These trends and patterns are characterized by a mix of uses and primarily include residential (4th Avenue), commercial, self-storage, and community facility development. As described in Chapter 1, "Project Description," in order to assess the possible effects of the Proposed Actions, a reasonable worst-case development scenario (RWCDS) was established for both the No Action and With Action Conditions for the 2035 Build Year. **Table 2-9** lists the projected development sites which would experience as-of-right redevelopment by 2035. As indicated in **Table 2-9**, 30 of the 63 projected development sites are expected to be redeveloped, enlarged, or undergo conversion to a new use. On projected development sites, the No Action condition includes a total of 816 DUs, 241,232 sf

of local retail space, 103,595 sf of destination retail space, 374,983 sf of other commercial space, 107,361 sf of auto-related commercial space, 190,093 sf of medical office space, 26,974 sf of community facility space, a total of 415,490 sf of industrial space including 153,136 sf of warehouse space and 124,976 sf of self-storage uses, and 2,154 parking spaces. Anticipated development on the projected development sites in the No Action condition is expected to result in a total of 1,788 residents and 3,176 workers on the projected development sites by the 2035 Build Year.

In addition to the as-of-right development anticipated on 30 of the 63 projected development sites by 2035, 14 other sites in the primary study area are expected to be independently developed in the future without the Proposed Actions (see **Figure 2-8** and **Table 2-9**). These are planned developments that are under construction or proposed that would be developed within the 2035 analysis year independent from any changes in land use contemplated by the Proposed Actions. These planned developments are expected to introduce an estimated 889 new residents and 424 new workers by 2035. In total, the primary study area No Action condition developments on the projected development sites and other planned developments will introduce an estimated 2,677 new residents and 3,565 new workers to the primary study area by 2035 compared with the Existing condition.

Canal Corridor Subarea

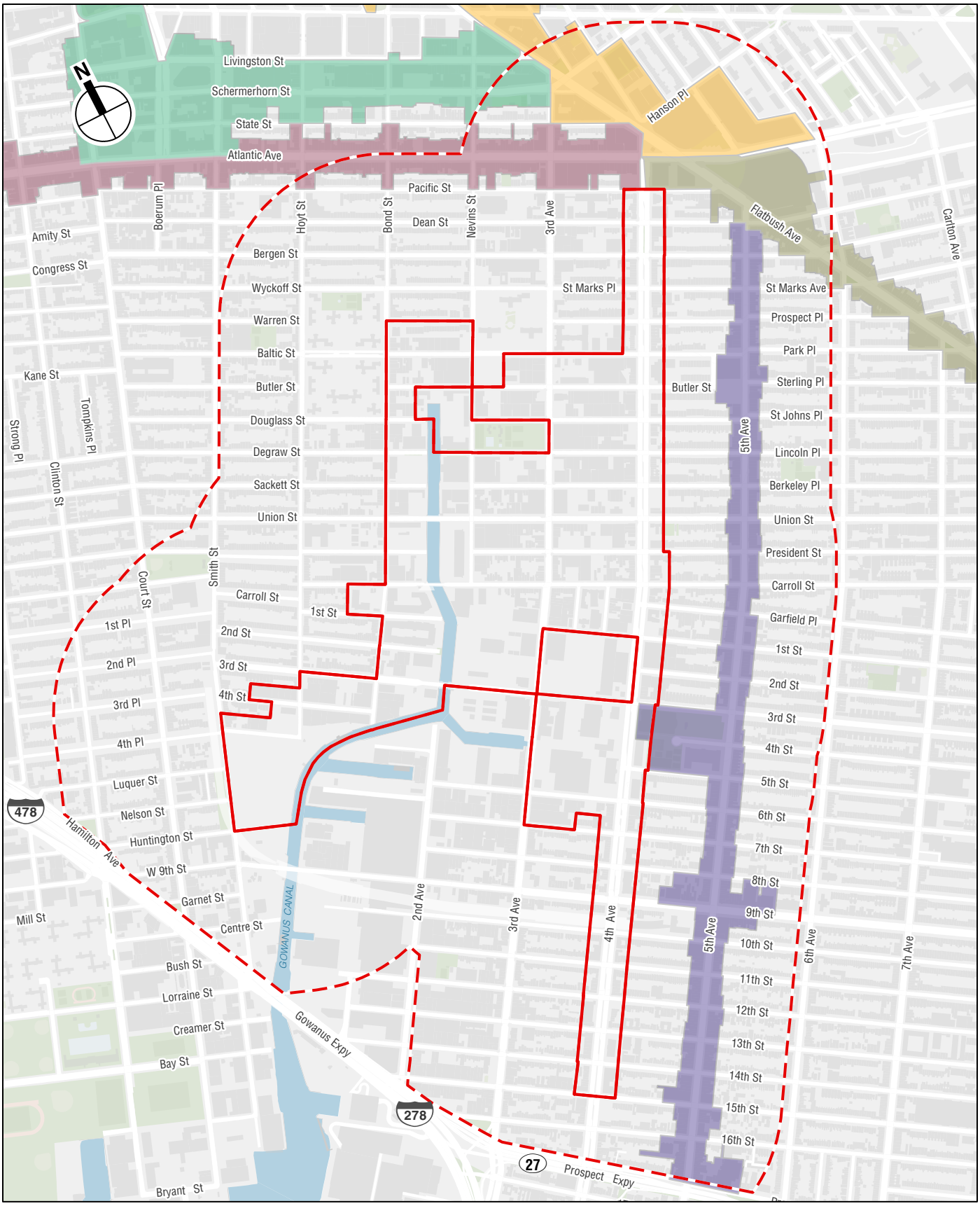
As-of-right development is expected to occur on four of the 11 projected development sites located within the Canal Corridor Subarea under the No Action condition. This development is anticipated to primarily be commercial and industrial space, and is expected to include 38,143 sf of local retail space 62,994 sf of other commercial space, 25,430 sf of destination retail space, 6,200 sf of industrial space, 124,976 sf of self-storage space, and 345 parking spaces. In addition one independent development is currently under construction that will result in 164,497 sf of industrial space. These anticipated developments within the Canal Corridor Subarea in the No Action condition reflect the existing industrial zoning, which is expected to remain applicable within this subarea absent the Proposed Actions.

4th Avenue Corridor Subarea

As-of-right development is expected to occur on five of the projected development sites located within the 4th Avenue Corridor Subarea under the No Action condition. Consistent with the ongoing trend towards mixed-use developments along this corridor, these as-of-right market rate developments would include 604 market rate DUs, 30,786 sf of local retail space, 16,594 sf of medical office space, and 244 parking spaces. The anticipated residential and commercial uses will be concentrated towards the northern and southern portions of the corridor, with the auto-related commercial and industrial uses located in the center of the corridor closer to the Canal, consistent with existing land use patterns. In addition, consistent with the trend towards mixed-use developments along the corridor, seven independent developments are currently planned or under construction within this subarea and expected to be completed by 2035. These developments will introduce 400 DUs (including 148 shelter units), 23,353 sf of local retail space, 9,927 sf of community facility space, and 45 parking spaces.

Industrial and Commercial Subarea

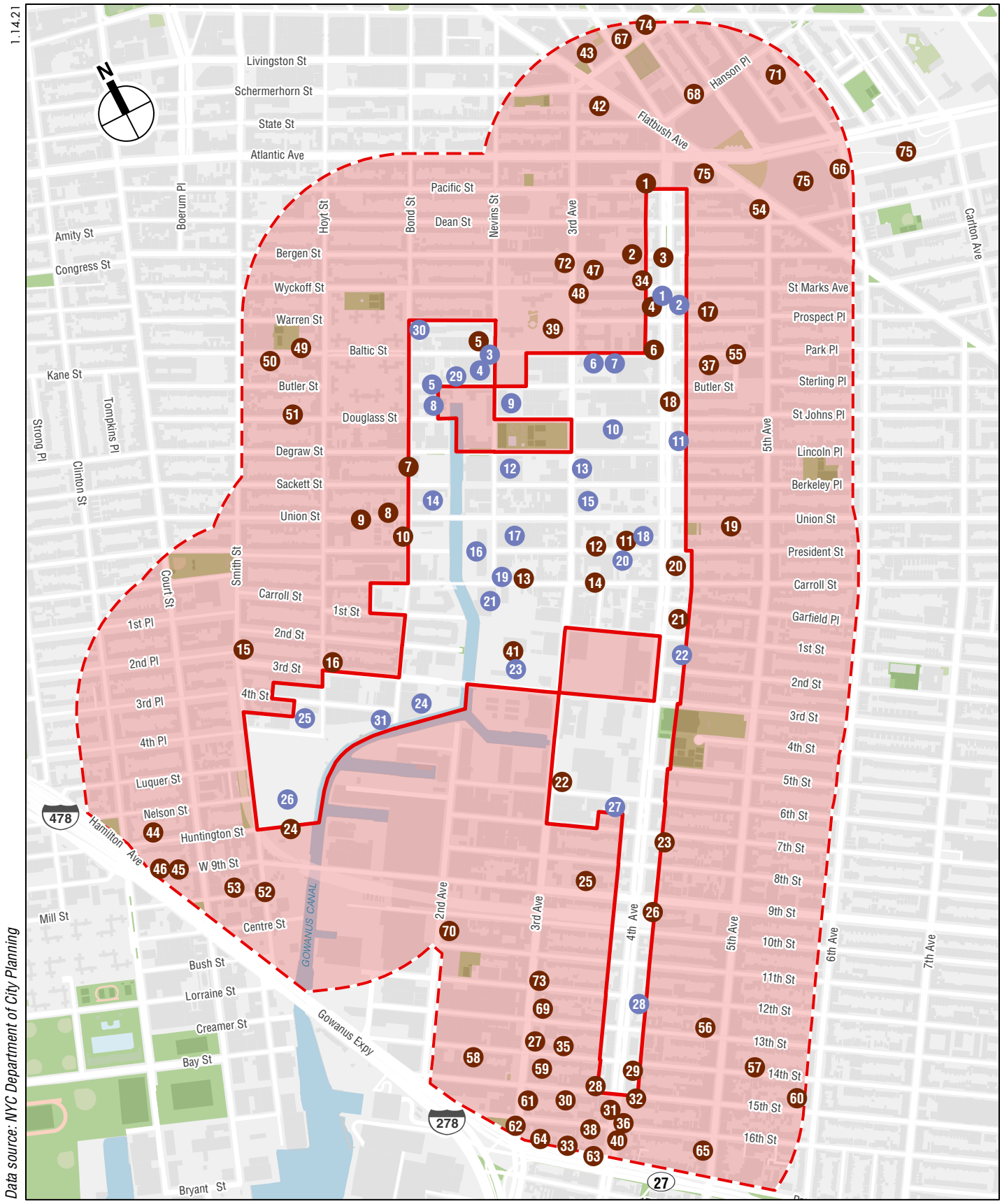
As-of-right development is expected to occur on eight of the 10 projected development sites located within the Industrial and Commercial Subarea under the No Action condition. These as-of-right developments are anticipated to include a diverse array of uses reflecting the mix of



Business Improvement Districts

GOWANUS NEIGHBORHOOD REZONING AND RELATED ACTIONS

Figure 2-7



No Build Projects

GOWANUS NEIGHBORHOOD REZONING AND RELATED ACTIONS

Figure 2-8

commercial and industrial zoning currently applicable to this subarea, and will include 80,058 sf of local retail space, 162,088 sf of other commercial space, 12,000 sf of auto-related commercial space, 51,014 sf of medical office space, 50,268 sf of industrial space, 36,297 sf of warehouse space, and 557 parking spaces. Some of the existing parking lots and vacant lots will be developed in the No Action condition, and existing auto-related buildings will be converted to commercial use and enlarged. In addition, four independent developments currently under construction within the Industrial and Commercial Subarea will yield six DUs, 213 hotel rooms, 49,489 sf of industrial space, and 49 parking spaces.

Residential Subarea

No as-of-right development is expected to occur on the projected development sites located within the Residential Subarea under the No Action condition. In addition, no independent developments are anticipated to occur within this subarea by the 2035 Build Year.

Upland Mixed-Use Subarea

As-of-right development is expected to occur on 14 of the 29 projected development sites located within the Upland Mixed-Use Subarea under the No Action condition. Several existing parking lots in the northern portion of the subarea on Baltic and Butler Streets are projected to be redeveloped as commercial space. These as-of-right developments will result in 45 DUs, 69,718 sf of local retail space, 135,095 sf of other commercial space, 78,165 sf of destination retail space, 101,961 sf of medical office space, 47,499 sf of community facility space, 10,114 sf of industrial space, and 951 parking spaces.

Two independent developments currently under construction within this subarea will also add 5,275 sf of office space and 33 hotel rooms to the subarea by the 2035.

SECONDARY STUDY AREA

There are a total of 61 sites expected to be developed in the future without the Proposed Actions in the secondary study area (see **Figure 2-8** and **Table 2-9**). These developments in the secondary study area are expected to result in 7,228 DUs (2,005 affordable DUs), 395,443 sf of retail space, 625,463 sf of office space, 381 hotel rooms, 257,802 sf of community facility space, 49,298 sf of industrial space, 366,028 sf of open space, and 1,020 parking spaces. No Action condition developments will introduce an estimated 15,829 new residents and approximately 4,755 new workers to the secondary study area.

Developments planned or underway in Park Slope to the east of the Project Area are generally smaller in size and of a residential nature, reflecting the existing land use patterns in this neighborhood. Just north of Park Slope is the partially completed Pacific Park development (formerly known as Atlantic Yards). More development activity is occurring to the north of the Project Area in Downtown Brooklyn, a rapidly developing neighborhood. No Action developments in Downtown Brooklyn range from small to large projects, including major projects, such as the development at 80 Flatbush Avenue, and include a mix of uses consistent with the neighborhood's ongoing trend towards a mixed-use neighborhood in which people both live and work. No Action developments in Boerum Hill and Carroll Gardens to the west of the Project Area are of a smaller scale and are primarily residential in character with some local retail, reflecting the neighborhoods' residential character.

Table 2-9
Development Projects in the Future without the Proposed Actions

Map ID No.	Project Name & Address	Development Proposal Program	Development Type
		Projected Development Sites	
1	Projected Development Site 1—90-94 4th Avenue, 58 St. Mark's Place, 86-88 4th Avenue	132 DUs and 3,952 sf of medical office space and 7,903 sf of local retail space with 53 parking spaces	New Development
2	Projected Development Site 2—79 & 85-97 4th Avenue, 82 St Mark's Place, 607 Warren Street	150 DUs and 4,486 sf of medical office space and 8,972 sf of local retail space with 60 parking spaces	New Development
3	Projected Development Site 3—196 Nevins Street and 491 Baltic Street	19 DUs with 10 parking spaces	New Development
4	Projected Development Site 7—255 Butler Street	20,844 sf of medical office space and 16,125 sf of local retail space and 62,531 sf of destination retail space	Conversion
5	Projected Development Site 8—209 Butler Street	1,953 sf of local retail space and 2,527 of other commercial space	New Development
6	Projected Development Site 9—Baltic Street	4,433 sf of local retail space	New Development
7	Projected Development Site 10—570-572 Baltic Street	4,433 sf of other commercial space	New Development
8	Projected Development Site 11—192 Butler Street	2,527 sf of medical office space and 1,953 sf of local retail space	New Development
9	Projected Development Site 12—233 & 239 Nevins Street & 251 Douglass Street & Butler Street	12,000 sf of destination retail and 10,000 sf of other commercial space	Conversion
10	Projected Development Site 16—304 Douglass Street	4,505 sf of other commercial space and 12,000 sf of auto-related commercial space	Expansion
11	Projected Development Site 17—161-167 & 171 4th Avenue, 643-645 De Graw Street, 4th Avenue	72 DUs and 2,156 sf of medical offices and 4,311 sf of local retail uses with 29 parking spaces	New Development
12	Projected Development Site 20—537 Sackett Street	41,050 sf of community facility space	Conversion
13	Projected Development Site 21—209 & 213-215 3rd Avenue	7,770 sf of local retail space and 15,870 sf of other commercial space and 10,114 sf of industrial space with 52 parking spaces	New Development
14	Projected Development Site 22—498 & 510 Sackett Street, 287 Bond Street, 499 Union Street	16,559 sf of other commercial space and 59,600 of self-storage space and 6,200 sf of industrial space with 30 parking spaces	Conversion/New Development
15	Projected Development Site 25—231 3rd Avenue and Sackett Street	27,449 sf of local retail and 14,250 sf of other commercial space with 63 parking spaces	Conversion/New Construction
16	Projected Development Site 29—300 Nevins Street	25,430 sf of destination retail space	Conversion
17	Projected Development Site 30—469 President Street and 514 Union Street	75,880 sf of medical office space and 11,260 sf of local retail space and 78,818 sf of other commercial space with 553 parking spaces	New Construction
18	Projected Development Site 31—608 Union Street and 240 4th Avenue	23,554 sf of medical offices and 4,640 sf of local retail and 4,640 sf of other commercial space with 31 parking spaces	Expansion/New Construction
19	Projected Development Site 34—341 Nevins Street	4,557 sf of other commercial space	New Development
20	Projected Development Site 35-President Street	4,412 sf of other commercial space	New Development
21	Projected Development Site 37—420 & 430 Carroll Street	65,376 sf of self-storage space with 33 parking spaces	New Development
22	Projected Development Site 39—283 4th Avenue	242 DUs and 6,000 sf of medical office space and 9,600 sf of local retail space with 102 parking spaces	New Development

Table 2-9 (cont'd)
Development Projects in the Future without the Proposed Actions

Map ID No.	Project Name & Address	Development Proposal Program	Development Type
Projected Development Sites (continued)			
23	Projected Development Site 41—169, 201, and 225 3rd Street	10,260 sf of local retail space and 66,165 sf of destination retail space with 221 parking spaces	New Development
24	Projected Development Site 43—3rd Street and 421 Bond Street	16,321 sf of other commercial space and 50,268 sf of industrial space with 105 parking spaces	New Development
25	Projected Development Site 46—38 4th Street	45,900 sf of local retail space and 45,900 sf of other commercial space with 306 parking spaces	New Development
26	Projected Development Site 48—459 Smith Street	38,143 sf of local retail space and 46,435 of other commercial space with 282 parking spaces	New Development
27	Projected Development Site 50—244-246 & 250 6th Street	30,170 sf of medical office space and 13,625 sf of local retail space and 13,625 sf of other commercial space with 146 parking spaces	New Development
28	Projected Development Site 51—487 4th Avenue	8 affordable DUs	New Development
29	Projected Development Site 57—233 Butler Street	4,408 sf of local retail space and 15,260 sf of other commercial space	New Development
30	Projected Development Site 58—195 Bond Street	26 DUs and 6,449 sf of other community facility space with 21 parking spaces	New Development
31	Projected Development Site 59—98 4th Street	36,297 sf of warehouse space	Conversion
Other No Build Projects- Project Area			
4	58 St. Mark's Place	102 DUs and 9,515 sf of local retail and 422 sf of community facility space with 45 parking spaces	New Development
5	489 Baltic Street	11,463 sf (33 rooms) of hotel space	New Development
6	601 Baltic Street	24 DUs and 1,843 sf of local retail space	New Development
11	561 President Street	45,478 sf (112 rooms) of hotel space	New Development
12	529 President Street	35,403 sf (101 rooms) of hotel space	New Development
13	445 Carroll Street	5,275 sf of office space	New Development
14	497 Carroll Street	49,489 sf of industrial space with 45 parking spaces	New Development
18	137 4th Avenue	11 DUs with 1,885 sf of local retail space	New Development
20	243 4th Avenue	19 DUs and 3,690 sf of local retail space and 666 sf of community facility space uses	New Development
21	269 4th Avenue	33 DUs and 1,557 sf of local retail space	New Development
22	399 3rd Avenue	6 DUs with 4 parking spaces	New Development
26	262 9th Street	63 DUs and 4,302 sf of local retail space and 260 sf of community facility uses	New Development
29	535 4th Avenue	148 shelter units and 560 sf of local retail space and 8,579 sf of community facility space	New Development
41	153 2nd Street	164,497 sf of industrial space	Expansion
Other No Build Projects – Secondary Study Area			
1	561 Pacific Street[1]	63 DUs and 8,089 sf of local retail space and 552 sf of community facility space with 16 parking spaces	New Development
2	346 Bergen Street	24 affordable units with 4 parking spaces	New Development
3	350 Bergen Street	7 DUs	New Development
7	280 Bond Street	14 DUs	New Development
8	469 Union Street	1 DU	New Development
9	420 Union Street	62,290 sf of community facility space	School Expansion
10	326 Bond Street	7 DUs	New Development
15	375 Smith Street	11 DUs and 3,765 sf of local retail space with 11 parking spaces	New Development
16	393 Hoyt Street	8 DUs	New Development
17	625 Warren Street	4 DUs	New Development
19	670 Union Street	14 DUs with 11 parking spaces	New Development
23	266 7th Street	3 DUs	New Development

Table 2-9 (cont'd)
Development Projects in the Future without the Proposed Actions

Map ID No.	Project Name & Address	Development Proposal Program	Development Type
24	300 Huntington Street	12,288 sf of local retail space and 85,462 sf of office space and 3,471 sf of manufacturing space with 7,548 sf of public open space	New Development
25	217 9th Street	13 DUs and 3,439 sf of community facility space with 7 parking spaces	New Development
27	145 14th Street	4 DUs	New Development
28	139 15th Street	8 DUs	New Development
30	114 15th Street	20 DUs	New Development
31	554 4th Avenue	40 DUs and 5,461 sf of local retail space	New Development
32	541 4th Avenue	134 DUs (105 shelter, 27 affordable) and 12,883 sf of local retail space with 26 parking spaces	New Development
33	96 16th Street	4 DUs	New Development
34	51 St. Mark's Place	4 DUs	Expansion
35	149 14th Street	3 DUs	Expansion
36	561 4th Avenue	8 DUs and 750 sf of local retail space	Expansion
37	640 Baltic Street	2 DUs	Expansion
38	100 16th Street	4 DUs	New Development
39	130 3rd Avenue (NYCHA Wyckoff Street)	604 DUs (304 affordable) and 25,000 sf of local retail space and 10,500 sf of community facility space	New Development
40	575 4th Avenue	70 DUs and 4,850 sf of local retail space with 40 parking spaces	New Development
42	80 Flatbush Avenue	850 DUs (180 affordable) and 45,000 sf of retail space, 165,000 sf of office space and 150,000 sf of community facility space	New Development
43	95 Rockwell Place	123,769 sf (201 rooms) of hotel uses	New Development
44	145 Huntington Street	6 DUs	New Development
45	149 West 9th Street	6 DUs	New Development
46	151 West 9th Street	6 DUs	New Development
47	13 St. Mark's Place	14,062 sf of community facility space	New Development
48	8 St. Mark's Place	14 DUs and 558 sf of local retail space	New Development
49	371 Baltic Street	4 DUs	New Development
50	356 Baltic Street	5 DUs	New Development
51	101 Douglass Street	6 DUs	New Development
52	498 Smith Street	2 DUs and 811 sf of local retail space	New Development
53	41 Garnet Street	7 DUs	New Development
54	178 Flatbush Avenue	20,517 sf of office space	New Development
55	126 5th Avenue/680 Baltic Street	160 DUs and 54,868 sf of retail space	New Development
56	257 13th Street	4 DUs	New Development
57	273 14th Street	13 DUs with 7 parking spaces	New Development
58	84 14th Street	18,484 sf of office space with 25 parking spaces	New Development
59	136 14th Street	10 DUs	New Development
60	308 14th Street	8 DUs	New Development
61	577 3rd Avenue	19 DUs and 900 sf of local retail space with 10 parking spaces	New Development
62	591 3rd Avenue	2 DUs and 1,602 sf of local retail space	New Development
63	165 Prospect Avenue	1 DU with 1 parking space	New Development
64	135-137 Prospect Avenue	18 DUs	New Development
65	578 5th Avenue	8 DUs and 1,745 sf of local retail space	New Development
66	18 6th Avenue	810 DUs (243 affordable) and 83,844 sf of retail space	New Development
67	37 Lafayette Avenue	6 DUs and 7,444 sf of retail space and 242 sf of community facility space	New Development
68	147 St. Felix Street	2 DUs with 2 parking spaces	New Development

Table 2-9 (cont'd)
Development Projects in the Future without the Proposed Actions

Map ID No.	Project Name & Address	Development Proposal Program	Development Type
69	521 3rd Avenue	7,638 sf of retail space and 5,563 sf of community facility space and 7,638 sf of industrial space	Expansion
70	109 2nd Avenue	41,660 sf of industrial space with 30 parking spaces	Expansion
71	142-150 South Portland Avenue	100 DUs and 11,155 sf of community facility space	New Development
72	300 Bergen Street (98 Third Avenue)	24 DUs and 4,051 sf of local retail space	New Development
73	161 12th Street	8 DUs and 513 sf of local retail space	Expansion/Conversion
74	BAM Park	10,000 sf of public open space	New Development
75	Future Pacific Park Development (Site 5, B1, B5, B6 B7, B8, B9, B10, B12, B13)	4,055 DUs (1,225 affordable) and 113,383 sf of local retail space and 336,000 sf of office space and 165,000 sf (180 rooms) of hotel space and 8 acres of open space with 830 parking spaces	New Development

Notes:
See **Figure 2-8.**
All development projects are expected to be completed by 2035 except for 561 Pacific Street (2020), 420 Union Street (2021), and 142-150 South Portland Avenue (2021)
Sources: DCP, DOB, CEQR Access, ZAP Search, Field Checks March 2019, https://newyorkyimby.com

An additional known project, 130 St. Felix Street, is currently under review and is expected to be certified in spring 2021 after publication of this DEIS. The 130 St. Felix Street project is not included in this list of planned developments, as it is not yet certified, but the project is not expected to alter the conclusions of the DEIS, and will be accounted for in the analyses in the FEIS following certification.

A large amount of development is currently underway in the Gowanus neighborhood to the south of the Project Area and beyond the boundaries of the Southwest Brooklyn IBZ. Most of the development is concentrated at the southern end of the 4th Avenue Corridor and is generally of a residential nature with some local retail uses, mirroring the corridor's ongoing trend towards residential and mixed-uses. Other planned developments in the Gowanus neighborhood closer to the Canal include industrial and community facility uses.

ZONING

As stated in Chapter 1, "Project Description," in the future without the Proposed Actions, zoning is expected to remain generally unchanged throughout much of the primary and secondary study areas by 2035. Without zoning changes, much of Gowanus would remain underdeveloped and underutilized and the vision outlined in the Plan would not be realized. In the future, some property owners in Gowanus may seek discretionary land use approvals to allow for development that contains a mix of uses, including residential development, and others could choose to develop their sites on an as-of-right basis under existing zoning.

However, as described in Chapter 1, "Project Description, independent of the Proposed Actions described above, DCP is proposing a City-wide text amendment to improve and make permanent rules adopted on an emergency basis in response to Hurricane Sandy before the rules expire. The text amendment was referred out on October 19, 2020 and is expected to be in public review concurrent with the Proposed Actions. The text amendment will expand the geographical area where buildings could make investments in small resiliency improvements or otherwise fully meet or exceed flood-resistant construction standards; allow optional flexibility to measure the building

envelope from the reference plan, which can be between the Design Flood Elevation (DFE) and 10 feet above grade; allow dry-flood-proofed, non-residential ground-floor space to be exempted under certain circumstances; allow more flexibility for resiliently locating mechanical equipment in buildings; and establish new rules to allow the City to more quickly respond to potential future disasters and offer assistance.

PUBLIC POLICY

Public policies that affect the primary and secondary study areas in the Existing Condition would remain unchanged through 2035. There are no anticipated changes to public policies affecting either study area. For this reason, please refer to Section C, "Existing Conditions," for all relevant public policies.

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

LAND USE

PRIMARY STUDY AREA

The Proposed Actions would facilitate development that supports the vision of Gowanus as a vibrant, mixed-use neighborhood. The Proposed Actions would allow residential development in most of the study area, facilitating the development of new housing, including substantial amounts of affordable housing, and bringing existing non-conforming residential uses into conformance. The Proposed Actions would strengthen existing clusters of non-residential activity by increasing the allowable density for commercial and industrial uses, eliminating required accessory parking and loading requirements, and reserving some areas for exclusive non-residential development. The Proposed Actions would promote active ground-floor uses and second-story non-residential uses along main thoroughfares, Canal crossings, and around Thomas Greene Playground. The Proposed Actions would facilitate the creation of new waterfront open space and activate underutilized land.

As shown in Table 1-3, the Proposed Actions would result in increased residential, retail, office, and community facility space. The incremental difference between the With Action and No Action conditions for all projected development sites is shown in **Table 2-10**. In the With Action condition on projected development sites, there would be an increment of 8,495 DUs, 353,108 sf of local retail space, 561,756 sf of office space, and 352,530 sf of community facility space (excluding medical office). The Proposed Actions would result in an incremental decrease of 83,470 sf of destination retail space, 107,361 sf of auto-related space, 101,117 sf of medical office space, and 316,919 sf of industrial space.

Canal Corridor

In the future with the Proposed Actions, projected development sites in the Canal Corridor would be developed primarily with mixed residential, commercial, and community facility, and light industrial uses. The proposed mapping and de-mapping actions would reconnect Block 471 to the street grid and surrounding communities, provide new open space, and help connect new parkland and waterfront open space along the Canal.

Table 2-10
2035 RWCDS No Action and With Action Land Uses

Land Use	No Action Condition	With Action Condition	Increment
Residential			
Total Residential	***816 DUs***	***9,311 DUs***	***8,495 DUs***
Commercial			
Local Retail	241,232 sf	594,340 sf	353,108 sf
Destination Retail	103,595 sf	20,125 sf	(83,470 sf)
Office	374,983 sf	936,739 sf	561,756 sf
Hotel	133 rooms	133 rooms	0 rooms
Auto-related	107,361 sf	-	(107,361 sf)
Total Commercial	***871,781 sf***	***1,606,074 sf***	***734,293 sf***
Other Uses			
Medical Office	190,093 sf	88,976 sf	(101,117 sf)
Other Community Facility	26,974 sf	379,504 sf	352,530 sf
Total Community Facility	***217,067 sf***	***468,480 sf***	***251,413 sf***
Total Industrial	***415,490 sf***	***98,571 sf***	***(316,919 sf)***
Vacant	***10,370 sf***	***-***	***(10,370 sf)***
Population[1]			
Residents	1,788	20,392	18,604
Workers	3,176	6,669	3,493

Notes: sf = square feet

1. Assumes 2.19 persons per DU for residential units in Brooklyn Community District 6. Estimate of workers based on standard industry rates, as follows: 1 employee per 250 sf of office; 1 employee per 875 sf destination retail; 1 employee per 333 sf of local retail; 1 employee per 25 DU; 1 employee per 3 hotel rooms; 1 employee per 1,000 sf of industrial; 1 employee per 15,000 sf of warehouse space; 1 employee per 450 sf of medical office space; 1 employee per 1,000 sf of other community facility space; and 1 employee per 50 parking spaces.

The Gowanus Green Site (Projected Development Site 47), which would remain vacant in the No Action condition, would be developed with a mixed-use development containing 951 affordable DUs, local retail space, light industrial space, and community facility space—including a potential school. The site would also include open space that would provide waterfront access.

4th Avenue Corridor

Along the 4th Avenue Corridor, projected development sites would be developed primarily with mixed residential and commercial uses. Projected development sites with existing parking or auto-related uses on the west side of 4th Avenue south of Warren Street would be developed with mixed-use residential buildings with ground-floor retail. The mapping of MIH would require 25 to 30 percent of residential floor area to be permanently affordable. Because the Proposed Actions would reduce accessory parking requirements, parking would be less prevalent in the With Action condition as compared with the No Action condition.

North of Warren Street, projected development sites would be developed with higher density mixed residential and commercial development as compared to the No Action condition. In the With Action condition, MIH would require that 25 to 30 percent of residential floor area be affordable, as compared with the No Action condition, in which no affordable housing is required.

Industrial and Commercial Subarea

In the Industrial and Commercial Subarea, many of the projected development sites that would have been developed as commercial space in the No Action condition, would also be developed as commercial space in the With Action condition, but at a higher density. The projected development sites on 3rd and 4th Streets, which were not expected to be developed in the No Action condition, are projected to be developed with commercial space in the With Action

condition. Overall, the With Action condition would result in an increase in commercial space and a decrease in surface parking in the Industrial and Commercial Subarea.

Residential Subarea

In the Residential Subarea, the Proposed Actions would facilitate that development of 74 new affordable units at Projected Development Site 36. This development would replace an existing parking lot at the Mary Star of the Sea senior apartment complex.

Upland Mixed-Use Subarea

The With Action condition would result in an increase in residential space, including affordable housing as compared with the No Action condition. Several existing parking lots in the northern portion of the subarea on Baltic and Butler Streets that would be redeveloped as commercial space in the No Action condition, would be developed as residential or mixed-use residential and commercial in the With Action condition. Projected development sites in the center of the subarea, that would be developed in the No Action condition with commercial or commercial/community facility space would be developed with mixed-use residential and commercial/community facility space.

ZONING

PRIMARY STUDY AREA

Zoning Map Amendments

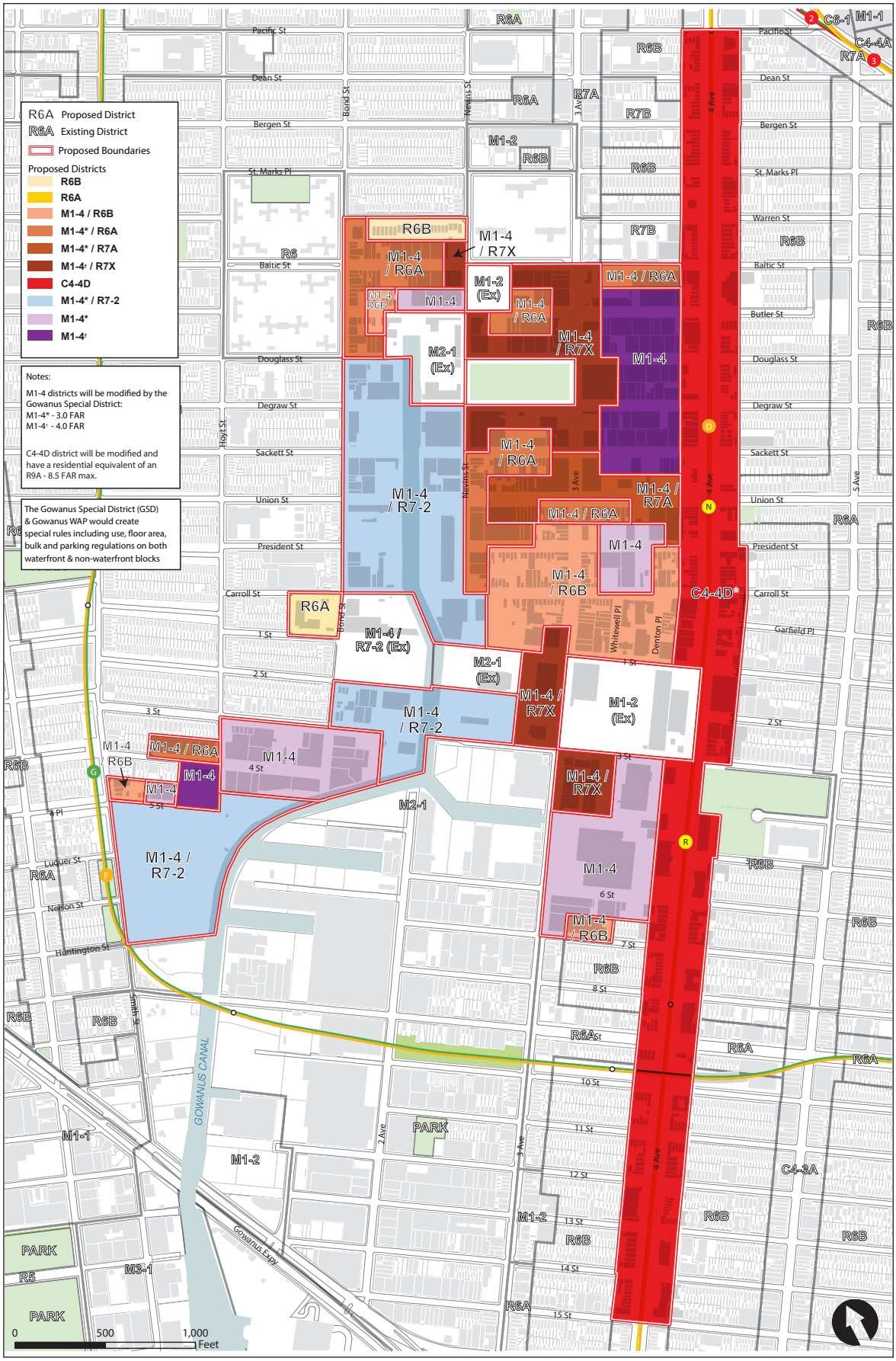
The Proposed Actions would change the zoning in an approximately 81-block area of Gowanus. The proposed zoning districts are shown in **Figure 2-9**. The Proposed Actions include Zoning Map Amendments to:

- Rezone all or portions of existing R6, R6B, R8A, R8A/C2-4, C8-2, M1-1, M1-2, M2-1, and M3-1 zoning districts with R6A, R6B, M1-4/R6A, M1-4/R6B, M1-4/R7-2, M1-4/R7A, M1-4/R7X, C4-4D, and M1-4 zoning districts.
- Eliminate an existing C2-4 overlay along 4th Avenue and replace with a C4-4D district within the GSD.

Zoning Text Amendments

The Proposed Actions include Zoning Text Amendments to:

- Establish the GSD within the Project Area (see **Figure 2-10**). The proposed GSD would create special use, streetscape, floor area, bulk, and parking regulations on both waterfront and non-waterfront blocks and would establish special height and setback regulations for buildings on waterfront blocks and on select corridors among other special rules;
- Create the Gowanus WAP for the waterfront blocks within the Project Area. The proposed WAP would specify 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 configuration of and varied conditions along the Canal. The WAP would also modify requirements and standards for public access to address the unique character of the Canal; and



Source: NYC Department of City Planning

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

Proposed Zoning

- Remove the EC-1 from Pacific to 15th Streets and replace it with similar and additional controls required through the GSD. The EC-1 would continue to control development outside of the GSD and Project Area; and
- Amend Appendix F of the ZR to apply MIH to the proposed R6A, M1-4/R6A, M1-4/R6B, M1-4/R7-2, M1-4/R7A, M1-4/R7X, and C4-4D zoning districts to require a share of new housing to be permanently affordable where significant new housing capacity would be created (see **Figure 2-11**).

City Map Amendments

The Proposed Actions include City Map Amendments to:

- Map portions of Block 471, Lots 1 and 100 as parkland;
- Remove the Public Place designation on Block 471;
- Map new public streets on Block 471; and
- De-map 7th Street between Smith Street and the Gowanus Canal.

Disposition Approval and Urban Development Action Area Project Designation

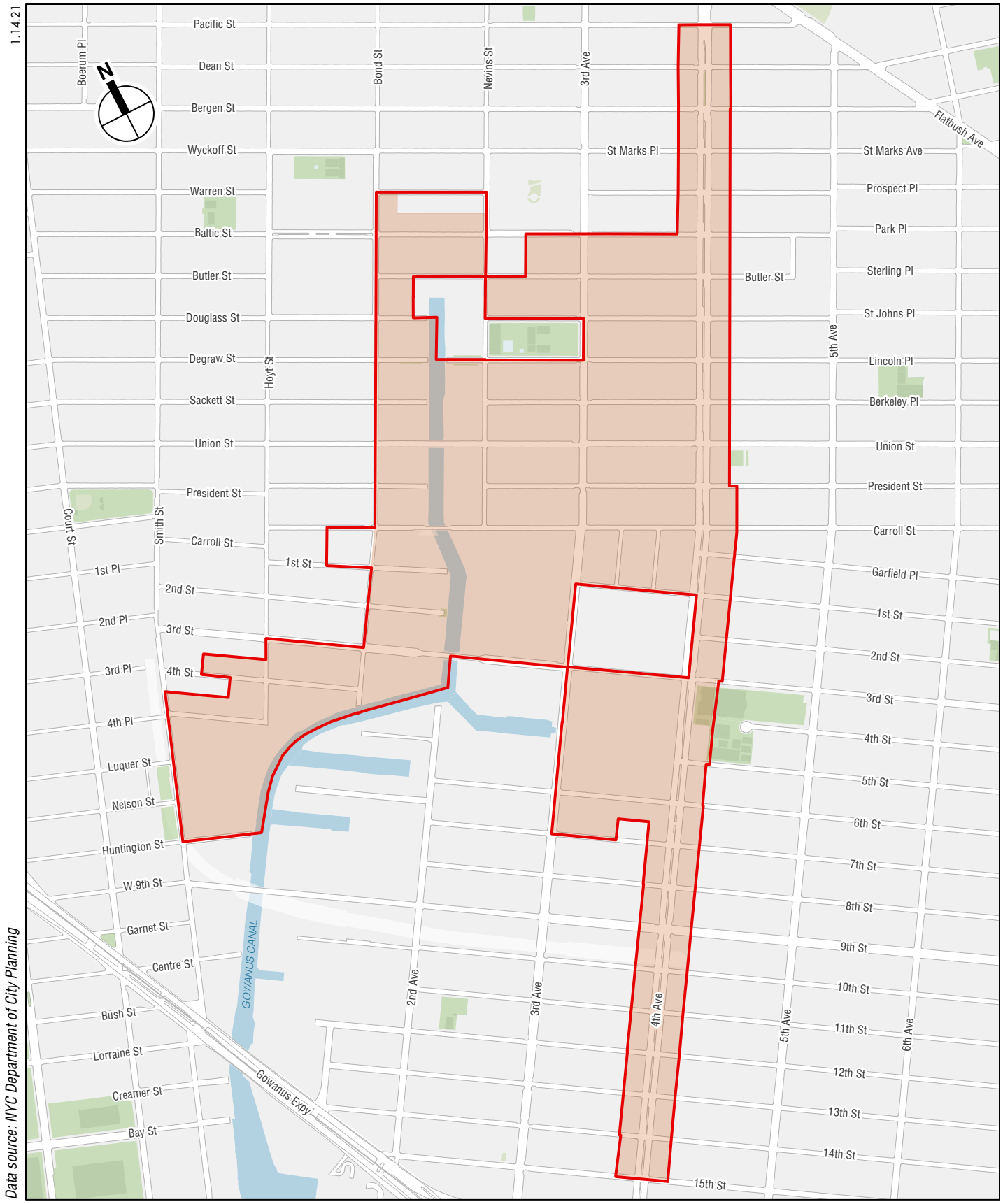
The Proposed Actions includes UDAAP designation of HPD-owned property on Block 471 and project approval for the purpose of disposition and development pursuant to the proposed zoning. In addition, HPD is seeking an amendment to a previously approved UDAAP designation for a City-owned property on Block 1028, Lot 7, which requires approval by the City Council and Mayor.

Disposition of City-Owned Property. The Proposed Actions include the disposition of City-owned property under the jurisdiction of the Department of Citywide Administrative Services (DCAS). DCAS, at the request of EDC, is seeking the disposition of development rights from a City-owned property located on Block 456, Lot 29 pursuant to the proposed zoning

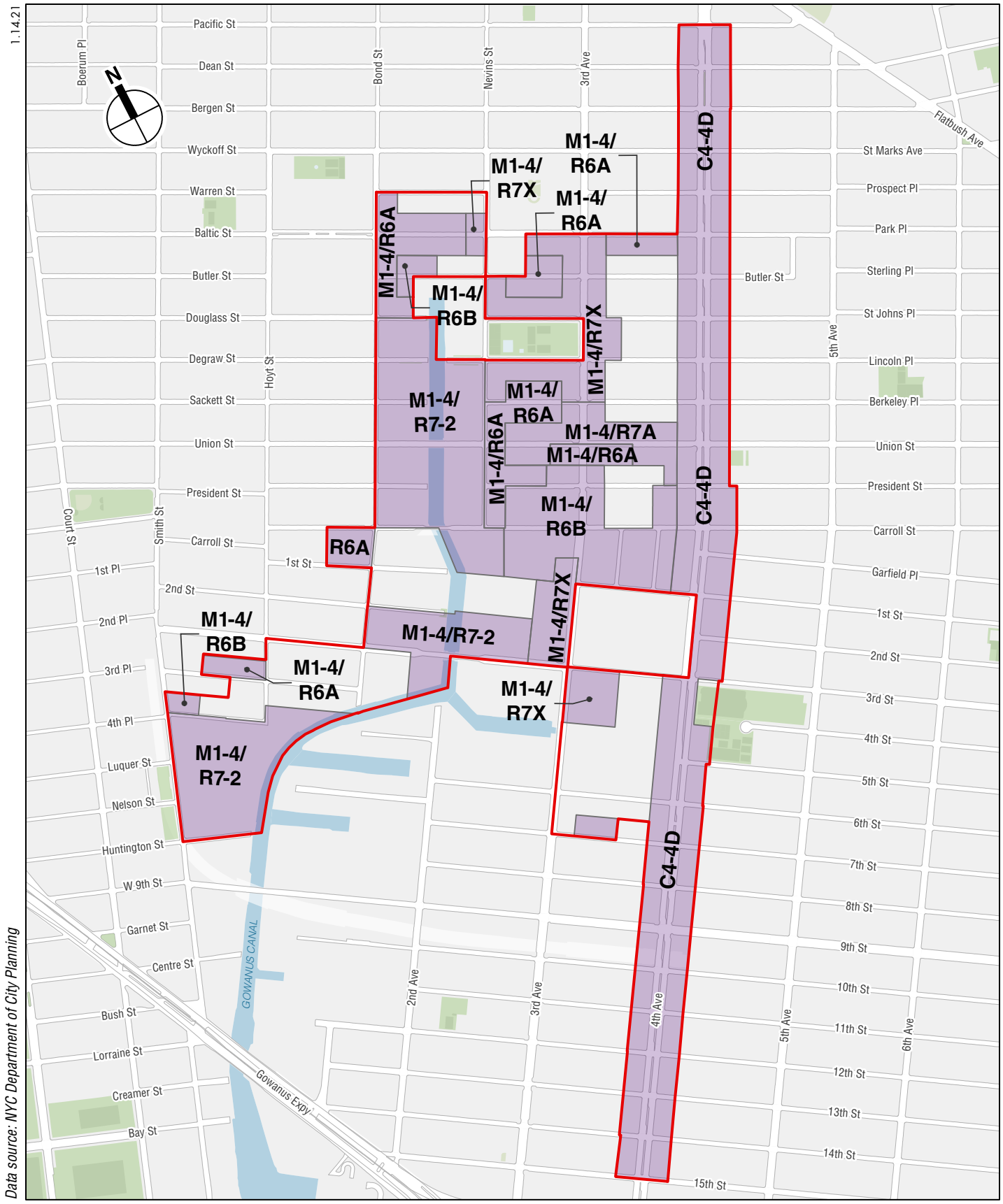
Proposed Zoning Map Amendments

The Proposed Actions would replace all or portions of existing R6, R6B, R8A, R8A/C2-4, C8-2, M1-1, M1-2, M2-1, and M3-1 zoning districts with R6A, R6B, M1-4/R6A, M1-4/R6B, M1-4/R7-2, M1-4/R7A, M1-4/R7X, C4-4D, and M1-4 zoning districts. The Proposed Actions would also establish the GSD boundaries within the Project Area. The proposed GSD would create the WAP and special use, bulk, and parking regulations on both waterfront and non-waterfront blocks and would establish special height and setback regulations for buildings on waterfront blocks and on select corridors. The proposed rezoning would also eliminate the existing C2-4 district mapped within an existing R8A district along 4th Avenue, from 15th Street to Pacific Street. The proposed rezoning would replace the R8A/C2-4 district and the EC-1 along 4th Avenue within the Project Area with the proposed C4-4D district and the GSD. **Figure 2-9** presents the proposed zoning map changes, which are discussed in greater detail below.

The special district would modify certain regulations of underlying proposed zoning districts. These proposed districts and the GSD are described below. The discussion of the proposed zoning includes a brief description of the proposed underlying zoning district regulations in comparison to the modifications proposed through the GSD. A more detailed discussion of the provisions of the proposed GSD is presented below.



Special Gowanus Mixed-Use District



Mandatory Inclusionary Housing Area

GOWANUS NEIGHBORHOOD REZONING AND RELATED ACTIONS

Figure 2-11

PROPOSED M1-4 (WITHIN THE GSD)

(Existing M1-1, M1-2, M2-1, M3-1, and C8-2 Districts)

An M1-4 district is proposed on approximately 15 full or partial blocks in four areas:

- On portions of five blocks along 3rd, 4th and 5th Streets between Smith and Bond Streets currently zoned M1-1 and M3-1;
- On portions of two blocks bounded by 3rd and 4th Avenues, 6th and 7th Streets and 3rd Street currently zoned C8-2;
- On Butler Street, between Bond and Nevins Streets;
- On portions of two blocks along President Street, between 3rd and 4th Avenues currently zoned M1-2;
- On a portion of the block bounded by 3rd Street, Bond Street, and the Canal to the south and east currently zoned M2-1;
- On portions of five blocks along Butler, Douglass, Degraw, and Sackett Streets between 3rd and 4th Avenues currently zoned M1-2; and
- On a portion of the block bounded by Hoyt, 4th, and 5th Streets currently zoned M3-1.

Typically, the M1-4 district permits commercial and light industrial uses up to 2.0 FAR and community facility uses up to 6.5 FAR. Building height and setbacks in the M1-4 districts is controlled by a sky exposure plane, and buildings can be constructed as towers. No off-street accessory parking is required in the M1-4 zoning district.

The Proposed Actions would establish the M1-4 district within the Project Area. 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. As modified, the proposed M1-4 district would support the goals and objectives of the Neighborhood Plan by being mapped throughout the Project Area in isolation and paired with residential districts, which are described individually below.

Specifically, the M1-4 district, 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. Schools, houses of worship, health facilities, and non-profit hospitals would be allowed at a maximum FAR of 4.8. 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. 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 would be allowed for sites larger than 20,000 sf. Use groups 3-14 and 16-18 would be allowed. No new residential use would be permitted. No off-street accessory parking is required in the M1-4 zoning district.

PROPOSED R6B

(Existing R6 District)

An R6B district is proposed for one partial block along Warren Street between Bond and Nevins Street currently zoned R6.

R6B is a typical rowhouse district that includes height limits and street wall lineup provisions to ensure that new buildings are consistent with the scale of the existing built context. R6B permits residential and community facility uses to a maximum FAR of 2.0 (2.2 residential FAR for AIRS

or in areas designated as part of IH). Building base heights must be between 30 and 40 feet (45 feet with a QGF or IH), with a 10-foot setback on wide streets and a 15-foot setback on a narrow street, before rising to a maximum height of 50 feet (55 feet with a QGF or IH). New development in the proposed R6B district would be required to line up with adjacent structures to maintain a continuous street wall. Under the GSD, accessory off-street parking would be required for 20 percent of market-rate DUs. No accessory parking would be required for IRHUs.

PROPOSED R6A

(Existing R6B District)

An R6A district is proposed for one partial block along Bond Street between Carroll and 1st Streets currently zoned R6B.

The R6A district allows residential and community facility uses up to 3.0 FAR (up to 3.6 FAR is allowed in areas designated as part of IH). The district allows up to 3.9 FAR for (AIRS). The building form requires a street wall between 40 and 60 feet, a setback between the minimum and maximum base height, and a maximum building height of 70 feet (75 feet with a QGF and 85 feet with IH). The GSD would reduce the underlying R6A district's accessory off-street parking requirement, such that parking would be required for 20 percent of market-rate DUs. No accessory parking would be required for IRHUs.

PROPOSED M1-4/R6B

(Existing M1-1, M1-2, M2-1 and C8-2 Districts)

An M1-4/R6B district is proposed for 12 full or partial blocks in four areas:

- Along Bond Street between Baltic and Douglass Streets currently zoned M1-2 and M2-1;
- Along 3rd Avenue between Nevins Street and 4th Avenue currently zoned M1-2 and M2-1;
- Along 7th Street between 3rd and 4th Avenues currently zoned C8-2; and
- Along Smith Street between 4th and 5th Streets currently zoned M1-1.

The M1-4/R6B district allows a maximum FAR of 2.2 for residential uses with MIH, and 2.0 for industrial, community facility, and commercial uses. Residential buildings with QGFs developed pursuant to IH have a base height of 30 to 45 feet, a setback above the street wall, and reach a maximum building height of 55 feet. No accessory parking is required for non-residential uses or IRHUs.

The GSD would modify the bulk regulations to allow non-residential and residential buildings with QGFs developed in accordance with IH to have base heights of 30 to 45 feet, setback, and reach a maximum building height of 55 feet (which currently would only apply to residential buildings). The proposed GSD would reduce the underlying R6B district's accessory off-street parking requirement, such that parking would be required for 20 percent of market-rate DUs, instead of 50 percent of market-rate DUs in a standard R6B district with MIH

PROPOSED M1-4/R6A

(Existing R6, M1-1, M1-2 and M2-1 Districts)

An M1-4/R6A district is proposed for 11 full or partial blocks in four areas currently zoned M1-2 (and M3-1, as indicated below):

- Along blocks between Warren and Douglass Streets and between Bond and Nevins Streets;
- Along the midblock of Baltic Street between 3rd and 4th Avenues;
- Along the east side of Nevins Street between Union and Carroll Streets and portions of the midblocks between Sackett and President Streets;
- Along the southern portion of Union Street at the intersection of 3rd Avenue;
- On a portion of the block bounded by Smith, Hoyt, 4th, and 5th Streets currently zoned M3-1; and
- Along the midblock of Butler Street between Nevins Street and 3rd Avenue.

The M1-4/R6A district allows 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. Residential buildings with QGFs developed pursuant to IH have a street wall of 40 feet to 65 feet, a setback above the street wall and a maximum building height of 85 feet. No accessory parking is required for non-residential uses or affordable DUs.

As modified by the GSD, the M1-4 district would allow commercial and manufacturing uses at a maximum FAR of 3.0 and retail and entertainment uses, as defined by the GSD, at a maximum FAR of 2.0. The GSD would modify the bulk regulations to apply the residential envelope to both non-residential and residential buildings. The proposed GSD would reduce the underlying R6A district's accessory off-street parking requirement, such that parking would be required for 20 percent of market-rate DUs, instead of 50 percent of market-rate DUs in a standard R6A district with MIH.

PROPOSED M1-4/R7A

(Existing M1-2 District)

An M1-4/R7A district is proposed for four partial blocks along Union Street between Nevins Street and 4th Avenue currently zoned M1-2.

The M1-4/R7A district allows a maximum FAR of 4.6 for residential uses with MIH, 4.0 for community facility uses and 2.0 for commercial and manufacturing uses. Residential buildings with QGFs developed pursuant to IH have a street wall of 40 feet to 75 feet, a setback above the street wall and a maximum building height of 95 feet. No accessory parking is required for non-residential uses or affordable DUs.

As modified by the GSD, the M1-4/R7A district would allow commercial and manufacturing uses to a maximum FAR of 3.0, and retail and entertainment uses, as defined by the GSD, to a maximum FAR of 2.0. The GSD would modify the bulk regulations so that both non-residential and residential buildings with QGFs developed pursuant to IH have base heights of 40 feet to 75 feet, a setback above the street wall and a maximum building height of 95 feet. The proposed GSD would reduce the underlying R7A district's accessory off-street parking requirement, such that parking would be required for 20 percent of market-rate DUs.

PROPOSED M1-4/R7X

(Existing R6, M1-2, M2-1, and C8-2 Districts)

An M1-4/R7X district is proposed for 11 full or partial blocks in two areas:

- Between Baltic and Sackett Streets along 3rd Avenue, and around Thomas Greene Playground;
- On portions of two block frontages at the intersection of Baltic and Nevins Streets; and
- Along 3rd Avenue between 1st and 3rd Streets.

The M1-4/R7X district allows a maximum FAR of 6.0 for residential uses with MIH, 5.0 for community facility uses and 2.0 for commercial and manufacturing uses. Residential buildings with QGFs developed pursuant to IH have a base height ranging between 60 and 105 feet, a setback above the street wall and a maximum building height of 145 feet. No accessory parking would be required for non-residential uses or affordable DUs.

As modified by the GSD, the M1-4/R7X district would establish a basic maximum FAR of 5.6 for residential uses with MIH. Commercial and manufacturing uses would be allowed at a maximum FAR of 4.0 and retail and entertainment uses, as defined by the GSD, at a maximum FAR of 2.0. The basic maximum FAR can be increased up to 6.0 FAR with the inclusion of certain non-residential uses (see discussion of GSD under "Proposed Zoning Text Amendments"). The GSD would modify the height and setback regulations to allow non-residential and residential buildings with QGFs developed pursuant to IH 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. The proposed GSD would reduce the underlying R7X district's accessory off-street parking requirement, such that parking would be required for 20 percent of market-rate DUs.

PROPOSED M1-4/R7-2

(Existing M2-1 and M3-1 Districts)

An M1-4/R7-2 district is proposed on approximately 13 full or partial blocks in three areas:

- On waterfront blocks between Douglass and Carroll Streets on the west side of the Canal, and Degraw Street and 1st Street on the east side of the Canal;
- On waterfront blocks that front 3rd Street on the west side of the Canal and between 2nd and 3rd Streets on the east side of the Canal; and
- On a waterfront block that fronts Smith and 5th Streets along the west side of the Canal.

The M1-4/R7-2 district allows a maximum FAR of 4.6 for residential uses with MIH, 6.5 for community facility uses and 2.0 for commercial and manufacturing uses. No accessory parking is required for non-residential uses or affordable DUs.

As modified by the GSD, the M1-4/R7-2 district would establish a basic maximum FAR of 4.4 for residential uses with MIH. Community facility uses would be allowed at a maximum FAR of 4.0, commercial and manufacturing uses would be allowed at a maximum FAR of 3.0 and retail and entertainment uses, as defined by the GSD, at a maximum FAR of 2.0. The basic maximum FAR can be increased up to 5.0 FAR with the inclusion of certain non-residential uses (see discussion of GSD under "Proposed Zoning Text Amendments"). Special street wall, height, and bulk envelope regulations would be controlled by the proposed GSD along with other special urban design and parking provisions, which are described in more detail below. The proposed GSD would reduce the underlying R7-2 district's accessory off-street parking requirement, such that parking would be required for 20 percent of market-rate DUs.

PROPOSED C4-4D

(Existing M1-2, C8-2, and R8A Districts)

A C4-4D district is proposed on 50 partial block frontages along 4th Avenue between Pacific and 15th Streets currently zoned R8A, M1-2, and C8-2.

C4-4D is typically an R8A-equivalent district that permits residential development up to 7.2 FAR with MIH, commercial uses up to 3.4 FAR, and community facilities up to 6.5 FAR. Buildings in the C4-4D district generally require a base height between 60 and 85 feet and a maximum building height of 120 feet (125 feet with a QGF and 145 feet with IH). No accessory parking is required for non-residential uses or affordable DUs.

The GSD would modify the R8A-equivalent district and establish a residential equivalent of an R9A district with a maximum FAR of 8.5 for residential uses with MIH or AIRS and a maximum base height of 125 feet and a maximum building height of 175 feet on wide streets. The proposed GSD would eliminate the non-residential parking requirement of one space per 1,000 sf and reduce the underlying C4-4D district's accessory off-street parking requirement, such that parking would be required for 20 percent of market-rate DUs.

PROPOSED ZONING TEXT AMENDMENTS

DCP proposes several text amendments to facilitate the land use objectives of the Gowanus Neighborhood Plan. The following is a description of the proposed text amendments.

SPECIAL GOWANUS MIXED-USE DISTRICT (GSD)

The GSD would be mapped within the Project Area and on waterfront blocks affected by the Proposed Actions (see **Figure 2-10**). The proposed GSD would create special use, floor area, bulk, and parking regulations on both waterfront and non-waterfront blocks and establish special height and setback regulations for buildings on waterfront blocks and key corridors. A summary of the proposed modifications to certain districts is shown in **Table 2-11** below:

Modify the established M1-4, M1-4 (w/ R6B), and C4-4D districts throughout the Project Area to support the overall goals and objectives of the Gowanus Neighborhood Plan.

Table 2-11
Proposed Modification to Certain Manufacturing Districts

	M1-4 (w/ R6B)	M1-4*		C4-4D
Use Groups	3-14, 16, 17, 18			1-6, 8-10, 12
Maximum FAR	2	3	4	8.5
Industrial	2	3	4	-
Community Facility	2	3	4	6.5
Commercial	2	3	4	3.4
Retail / Entertainment	2	2	2	
Parking Requirements				
Non-Residential	None			
Affordable Units				
Market Rate Units	20%	-	-	20%
Note: *FARs of 3 and 4 in proposed M1-4 district vary by location as shown in **Figure 2-9.**				

Use and Streetscape Regulations

As described above, the GSD would allow a mix of compatible light industrial, commercial, community facility, and residential uses; expand the types of community facility and commercial uses permitted as-of-right; and allow for additional flexibility for location of uses within the same building. In zoning districts that permit hotels, the GSD would require a special permit for any new hotel developments. The GSD would establish certain streetscape requirements to encourage a pedestrian-friendly environment, including requirements for ground-floor use in key locations like cross-Canal connectors on a percentage of building frontages and screening requirements for off-street parking facilities.

The GSD would include supplemental ground-floor use regulations in key locations to require active non-residential or commercial uses and minimum levels of transparency as well as limit curb cuts, where appropriate. Non-residential ground-floor uses (i.e., commercial space, light industrial space, arts-related space, or community facilities) would be required along key corridors (4th and 3rd Avenues, Union and 3rd Streets) and around certain planned investments and improvements (Thomas Greene Playground), and would require active ground-floor use requirements at Canal crossings, which are critical junctures for east–west travel and the envisioned new public esplanade space. In addition, Physical Culture and Health Establishments would be permitted as-of-right. Overall, the controls would foster a safe, varied, and walkable pedestrian experience along major corridors and at key locations where access to the waterfront esplanade should be encouraged. The ground-floor requirements would also help activate and create a mixed-use neighborhood in other areas where major private and public investments are planned for the public realm.

Floor Area Regulations

The GSD would modify floor area regulations of underlying proposed zoning districts as described above and shown in **Figure 2-9**. The GSD would establish a basic maximum FAR for the proposed districts and maximum FARs for specific uses as described above. Along 4th Avenue, the GSD would modify the underlying C4-4D district to have an R9A equivalent maximum residential FAR of 8.5. 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. As modified, the proposed M1-4 district would support the goals and objectives of the Neighborhood Plan by being mapped throughout the Project Area in isolation and paired with residential districts, as described above. Within the M1-4 district, the GSD would allow schools, houses of worship, health facilities, and non-profit hospitals at a maximum FAR of 4.8. The GSD would create special floor area regulations where new streets are proposed to be mapped as part of the Proposed Actions. The GSD would compensate these sites with an equal amount of floor area as contained within the bed of the proposed mapped streets.

In key locations, the GSD would apply special FAR regulations to ensure a desirable mix of residential, commercial, light industrial, arts-related, and production uses that support the objectives of the Plan. Incentives would be applied to districts that are primarily proposed along the Canal and around Thomas Greene Playground to promote mixed-use residential buildings that include a diversity of non-residential uses. One would incentivize the inclusion of a wide range of non-residential uses allowed in the proposed districts. The other would incentivize inclusion of a more specific set of uses that include light industrial, arts-related, cultural, and civic uses; and repair and production services. Along 4th Avenue, the GSD would modify the underlying C4-4D district to have an R9A equivalent maximum residential FAR of 8.5. The GSD would also apply special FAR regulations to promote community resources, such as schools.

The GSD would also apply special FAR regulations to promote community resources, such as schools. The GSD would allow floor area for schools, as defined by the GSD and under certain conditions, to be exempted. Along the Canal, exempted floor area would be accompanied by an increase in maximum permitted height to accommodate the school. The GSD would also create an authorization that would allow for the exemption of school floor area and modified bulk under certain conditions throughout the GSD.

Street Wall Location and Bulk Envelope

The GSD would modify height and setback regulations and street wall location requirements of the underlying proposed zoning districts. In order to reach a total sidewalk width of 15 feet, the GSD would require a sidewalk widening on portions of Nevins Street from Degraw to Carroll Streets, on both sides of 3rd Avenue from Baltic to Union Streets, and the south side of 5th Street between Smith and Hoyt Streets. Additional street wall location requirements would be required at certain bridge crossings. Street walls in excess of 200 feet would be required to recess or project from the street wall.

The GSD would modify underlying yard and rear yard regulations, including permitted obstructions, rear yard equivalents and rear yards along district boundaries. The GSD would modify typical yard regulations to allow rear yards to be provided at a height of 30 feet, as opposed to 23 feet and to accommodate higher floor-to-ceiling heights that commercial and industrial uses typically require, increasing the viability of these spaces in mixed-use buildings. The GSD would remove the rear yard equivalents in through lots with manufacturing and mixed-use districts. For buildings within manufacturing districts, the GSD would reduce the rear lot depth from 20 feet to 10 feet for buildings below 65 feet in height and from 20 feet to 15 feet for buildings above 65 feet and below 125 feet in height.

In addition to the zoning requirements of the underlying districts, the GSD would modify certain height, setback, and permitted obstruction regulations and create special rules for the Canal blocks. Along the frontages of Bond Street, the base of a building would be limited to a height of 55 feet followed by a required setback of 15 feet. Along the frontages of Nevins Street and the Canal from the head of the Canal to 2nd Street, the base of a building would be limited to a height of 65 feet followed by a required setback of 15 feet. Within a distance of 65 feet from Bond Street, building heights would be limited to a height of 65 feet. Beyond these frontages, building heights would be limited to a maximum of 85 feet. Certain side streets would have a base height of 85 feet.

The GSD would control width, length, coverage and height of a "tower" and regulations for sites with multiple towers. Generally, on typical Canal sites, building portions above a height of 85 feet would be considered a "tower" with a maximum height of 225 feet after a setback of 15 feet above the base height and 30 feet from a waterfront yard and Nevins Street. No "towers" would be permitted within 65 feet of Bond Street. Sites with multiple towers would have additional regulations including a required four-story or 50-foot height difference, whichever is greater, and would be required to locate the taller tower north of the midblock line at certain locations. Additional modifications, regulations, and controls would be applied to sites with unique conditions or constraints.

Along portions of 3rd Street and portions of the proposed extensions of Nelson, Luquer, and Hoyt Streets, a building would be limited to a height of 85 feet followed by a setback of 10 feet. Along portions of 5th, Smith, Luquer, and Nelson Streets, a building would be limited to base heights ranging from 75 feet to 105 feet, followed by either a 10- or 15-foot setback depending on the location. Transition heights would be applied in these areas to allow for a graduation of height

across sites. Transition heights range from 65 feet to 95 feet depending on location. In limited areas, including around new mapped parkland and new streets, transition heights would range from 115 to 145 feet and the maximum heights would range from 245 feet to 305 feet.

The 3.0 FAR M1-4 district would allow buildings to rise to 65 feet before setting back and rising to a maximum height of 85 feet. The 4.0 FAR M1-4 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 of height would be allowed for developments on lots greater than 20,000 sf in the modified M1-4 district to accommodate larger office buildings.

The GSD would create an authorization to modify the bulk envelope for existing, large mixed-use sites seeking to redevelop while integrating new development with substantial, existing buildings. The authorization, which would apply to zoning lots greater than 40,000 square feet and which contain predominantly non-residential uses, would allow for modifications to height and setback regulations and use and streetscape regulations to promote a mixed-use development with a superior site plan and design that better relates to the zoning lot, adjacent streets and surrounding neighborhood.

Public Access Area

In key locations, the GSD would support public access to existing or future neighborhood resources like the waterfront. Public access to neighborhood resources would help facilitate key goals of the Neighborhood Plan, including the future development of new public open spaces and a continuous waterfront public access area.

Parking and Loading Regulations

The GSD would modify the underlying accessory residential parking requirements to 20 percent of market-rate DUs and eliminate parking requirements for non-residential uses. No parking would be required at the Gowanus Green Development to facilitate remediation and redevelopment plans. The modification would address site conditions and facilitate active ground-floor use for a percentage of site frontage. The GSD would allow for wider flexibility in off-site provision of required accessory off-street parking spaces, which would be applicable to zoning lots anywhere within the GSD. The GSD would allow for joint parking facilities to provide required accessory off-street parking for two or more buildings and for car sharing vehicles to occupy up to 20 percent of all required off-street parking spaces in a parking facility. All accessory off-street parking spaces may be made available for public use. Special curb cut regulations limiting curb cuts to off-street parking facilities and loading berths would be focused along key streets and in proximity to a shore public walkway. To encourage a more vibrant, active, and safe 4th Avenue, the GSD would allow for existing ground-floor parking to be replaced by active ground-floor uses. Loading requirements would be modified to better reflect modern business needs.

Transit Improvements

Under the proposed GSD, owners of lots adjacent to subway stations along 4th Avenue within the Project Area would be required to coordinate with MTA and DCP in order to obtain a CPC Chairperson Certification prior to any development. This process would determine whether an easement, zoning relief, or other interventions would be needed to allow for station improvements. Any floor area utilized by MTA for station circulation improvements would be exempt from FAR calculations and any development required to provide an easement for an improvement would be allowed to rise an additional story (10 feet).

The GSD would also apply special FAR regulations to promote transit improvements. The GSD would create an authorization that would allow an increase in density in exchange for identified transit improvements. The authorization, which would apply to developments or enlargements within 500 feet of a subway station, would allow for an increase in density and maximum building height up to 20 percent and modification of street wall location and street wall continuity requirements to accommodate the additional density in exchange for improvements to transit infrastructure and access to transit facilities such was subway stations. The bonus would be in addition to the proposed as-of-right maximum FAR. The GSD would also create a Chairperson Certification that would allow an increase in density in exchange for identified transit improvements at the Union Street (R train) subway station.

Waterfront Access Plan

The GSD would establish the Gowanus WAP in order to institutionalize a framework by which a continuous shore public walkway would be constructed over time through a mix of public and private investment. The WAP would cover the waterfront blocks within the Project Area. Developments, enlargements, and/or changes of use on the waterfront would be required to comply with waterfront zoning regulations.

WPAA guidelines generally require a minimum 40-foot shore public walkway on typical sites and a minimum 30-foot shore public walkway on certain constrained sites, and on larger sites supplemental public access areas that ensure that 20 percent of the lot is devoted to waterfront public access. WPAA guidelines are broad guides for waterfront open space that apply throughout the City. In the case of unique places like the Gowanus Canal, standard application of WPAA guidelines is often challenging if not impossible and may not respond to the unique nature of the local waterfront context. Moreover, simply applying the existing WPAA guidelines will not support the community vision for a unique open space with a diversity of experiences along the Canal. The Gowanus WAP would modify the underlying standard WPAA requirements to address the unique character of the Canal and support the overall goals outlined in the Gowanus Plan.

The 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. The WAP would modify requirements and standards for public access, and apply waterfront zoning regulations to Use Groups 16 (semi-industrial), 17 (light industrial), and 18 (heavy industrial). It would also modify typical dimensional and grading requirements, permitted obstructions, and design standards for public access to allow and encourage unique design solutions that are challenging to implement under standard WPAA regulations, such as flood-resilient, bi-level esplanades. The WAP would ensure long-term continuity of public access across all sites along the Canal (including at street ends and bridge crossings) with maximum grade-change constraints.

The WAP would incentivize incorporation of community amenities like comfort stations, boat launches, and historic interpretation elements, as well as include incentives that encourage programming and activation of the waterfront with design features such as tot lots and dog runs. The WAP would eliminate lawn requirement for sites smaller than 15,000 sf and expand the size of permitted kiosks on the largest sites along the Canal. Generally, on certain narrow or otherwise encumbered parcels, the minimum width of the required shore public walkway would be modified from 40 to 30 feet. On larger parcels, the minimum width of the required shore public walkway would remain 40 feet. In addition, the WAP would require that at least 80 percent of the required circulation path be located at a level no less than 6 feet above the shoreline. Other modifications

include improving adjacent streets as a continuation of the shore public walkway or supplemental public access area and modifying the minimum width of the primary and secondary circulation path. The WAP would also allow a lower average maintained level of illumination to respond to unique conditions along the Canal. These and other modifications in the WAP would help ensure the future shoreline is appropriately elevated while allowing for a shore public walkway with sufficient design flexibility to accommodate a variety of uses, activities, and experiences.

CITY PLANNING COMMISSION SPECIAL PERMITS, AUTHORIZATIONS, AND CHAIR CERTIFICATIONS

The Proposed Actions include amendments to the text of the ZR to:

- create a Special Permit to allow hotels in the Project Area (as permitted by the underlying zoning district regulations);
- create an Authorization to allow for the exemption of school floor area and modified bulk under certain conditions throughout the GSD;
- create an Authorization to modify the bulk envelope for sites seeking to redevelop while also preserving substantial, existing buildings;
- create an Authorization to allow an increase in density in exchange for identified transit improvements; and
- create a Chairperson Certification to allow an increase in density in exchange for identified transit improvements at the Union Street (R train) subway station.

Because the proposed Special Permit and Authorizations will be acted upon in the future, and there is no current project utilizing any of these zoning mechanisms, the environmental effects are assessed on a conceptual level in this DEIS (see Chapter 26, "Conceptual Analysis").

MANDATORY INCLUSIONARY HOUSING PROGRAM

The Proposed Actions would amend Appendix F of the ZR to apply MIH to the proposed R6A, M1-4/R6A, M1-4/R6B, M1-4/R7-2, M1-4/R7A, M1-4/R7X, and C4-4D zoning districts to require a share of new housing to be permanently affordable where significant new housing capacity would be created (see **Figure 2-11**).

MIH requires permanently affordable housing within new residential developments, enlargements, and conversions from non-residential to residential use within the mapped MIH Areas. The program requires permanently affordable housing set-asides for all developments over 10 units or 12,500 zoning square feet (zsf) within the MIH Areas. An additional option of a payment into an Affordable Housing Fund is available for developments between 10 and 25 units, or between 12,500 zsf to 25,000 zsf. In cases of hardship, where these requirements would make development financially infeasible, developers may apply to BSA for a special permit to reduce or modify the requirements. Developments, enlargements, or conversions that do not exceed either 10 units or 12,500 zsf of residential floor area would be exempt from the requirements of the program.

The Proposed Actions would map MIH Options 1, 2, and 3 within the rezoning area. MIH typically includes two primary options that pair set-aside percentages with different affordability levels to reach a range of low and moderate incomes while accounting for the financial feasibility trade-off inherent between income levels and size of the affordable set-aside. Option 1 would require 25 percent of residential floor area to be set aside for affordable housing units for households with incomes averaging 60 percent of the Area Median Income (AMI). Option 1 also includes a

requirement that 10 percent of residential floor area be affordable at 40 percent of AMI. Option 2 would require 30 percent of residential floor area to be for affordable to households with an average of 80 percent of AMI. In addition, Option 3—which could be applied in conjunction with Options 1 or 2—would require that 20 percent of the residential floor area be affordable to residents at 40 percent AMI.

PROPOSED AMENDMENT TO THE SPECIAL ENHANCED COMMERCIAL DISTRICT – (EC-1)

The Proposed Actions would modify the EC-1, which was mapped along portions of 4th Avenue in 2011 to enhance the vitality of emerging commercial districts ensuring that a majority of the ground-floor space within buildings would be occupied by commercial establishments that enliven the pedestrian experience along the street. The Proposed Actions would replace the EC-1 from Pacific Street to 15th Street with similar and additional controls required through the GSD. The EC-1 would continue to control development outside of the GSD and Project Area.

PROPOSED CITY MAP AMENDMENTS

The Proposed Actions include changes to the City Map to:

- Remove the Public Place designation to facilitate development of housing, community resources, and new open space;
- Map portions of Block 471, Lots 1 and 100 as parkland to provide a major new neighborhood park that would anchor nearby mixed-use developments on Lot 100. The City-owned parcel is located at the end of 5th Street adjacent the west side of the Gowanus Canal;
- Map new public streets on Block 471 to coordinate private and public improvements and to provide access to new mixed-use developments and neighborhood open space; and
- De-map 7th Street between Smith Street and the Gowanus Canal.

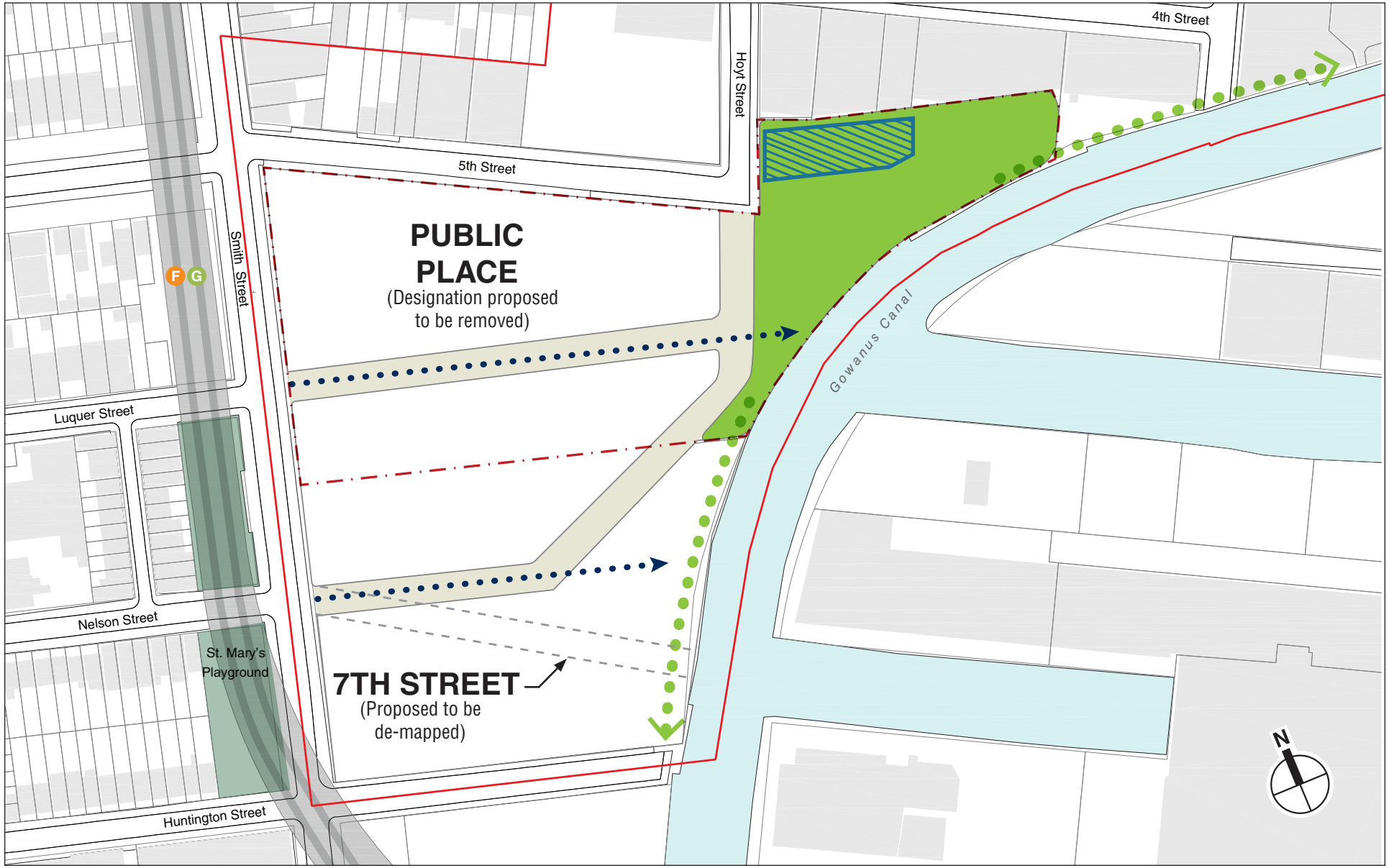
The proposed changes to the City Map (see **Figure 2-12)** are intended to reconnect the community to the Gowanus Canal, improve neighborhood livability by increasing access to publicly accessible open space and the waterfront, and facilitate public realm improvements in connection with planned private and public investments. The proposed demapping of a Public Place designation and mapping of new streets and parkland would facilitate the redevelopment of City-owned property for a mix of uses, including significant amounts of affordable housing along with community facility, commercial, light manufacturing, open space or other uses allowed under the proposed zoning, and would provide new open space and help connect new parkland and waterfront open space along the Canal. The proposed mapping and de-mapping actions on Block 471 would reconnect the area to the street grid and surrounding communities and support the redevelopment and remediation of large vacant and underutilized sites.

SECONDARY STUDY AREA

Zoning is expected to remain generally unchanged throughout much of the secondary study area by 2035, as no significant zoning changes are anticipated.

1.14.21

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY



Source: NYC Department of City Planning

Project Area
Property Line
Proposed Street Network
Existing Open Space
Future Open Space
School Yard
Future 40' Shore Public Walkway
View Corridors

GOWANUS NEIGHBORHOOD REZONING AND RELATED ACTIONS

City Map Amendments

Figure 2-12

PUBLIC POLICY

There are no anticipated changes to public policy in the With Action condition. An assessment of the consistency of the Proposed Actions with applicable public policies is found in Section F, "Assessment."

F. ASSESSMENT

LAND USE AND ZONING

PRIMARY STUDY AREA

The Proposed Actions would not result in significant adverse impacts to land use and zoning. As discussed in Chapter 1, "Project Description," the Proposed Actions were informed by years of community engagement and the recommendations identified in several planning studies, including *Bridging Gowanus*, the Study, and the Framework. DCP, in conjunction with other City agencies, developed an approach that achieves a number of objectives through zoning changes and other land use actions. The Proposed Actions would introduce zoning changes to allow greater densities and new uses in order to create affordable housing; spur economic and job growth; facilitate brownfield remediation; foster safer, active streets; create a vibrant, accessible, and resilient waterfront; and generate new community resources.

Gowanus is a vibrant neighborhood and interest in living and working in the area is growing. However, current zoning does not allow the development of housing throughout much of the Project Area, and low allowable densities and outdated parking and loading requirements have stymied the growth of new non-residential development. In areas where residential use is permitted, such as along 4th Avenue, the existing zoning does not require affordable housing.

The Proposed Actions are intended to facilitate development patterns that meet the long-term goals of the existing residents, adjacent neighborhoods, and the City as a whole. The Proposed Actions are the result of many years of community engagement and planning work and seek to achieve the following land use objectives:

- Provide opportunities for the creation of new, permanently affordable housing with options for low- and moderate-income households, while bringing existing residences into conformance with zoning;
- Facilitate the creation of new waterfront open space and neighborhood parks along the Canal through the establishment of a WAP and changes to the City Map;
- Facilitate several shared neighborhood-wide goals, including promoting a walkable, vibrant, mixed-use neighborhood, brownfield remediation, and activation of key areas by allowing higher densities and a broader range of uses and incentivizing or requiring non-residential uses in select areas;
- Create special rules to establish limits for height, bulk envelope, and density that consider neighborhood context as well as other shared goals, including encouraging variation and diversity of future programing, open spaces, site planning, and design along the Canal; and
- Support a successful Neighborhood Plan by institutionalizing a comprehensive planning framework that is inclusive of relevant capital infrastructure needs and services to support current demand and future growth.

Provide opportunities for the creation of new, permanently affordable housing with options for low- and moderate-income households, while bringing existing residences into conformance with zoning.

The Proposed Actions would facilitate the development of approximately 3,000 permanently affordable DUs in the Project Area through MIH. MIH would be mapped on most of the Project Area, excluding those areas where residential development would not be permitted, and the area rezoned to R6B on Warren Street. Areas that would be mapped with MIH include 4th Avenue, 3rd Avenue, parts of Nevins Street, and parts of the Canal waterfront. The Proposed Actions would create new opportunities for affordable housing development by allowing residential development (with MIH) in areas where it is currently prohibited and by allowing greater density and applying MIH in areas such as 4th Avenue, where market rate residential development would continue to occur without the Proposed Actions.

The affordability levels for MIH have yet to be determined, but Options 1, 2, and 3 would provide options for low- and moderate-income households. MIH typically includes two primary options that pair set-aside percentages with different affordability levels to reach a range of low and moderate incomes while accounting for the financial feasibility trade-off inherent between income levels and size of the affordable set-aside. Option 1 would require 25 percent of residential floor area to be set aside for affordable housing units for households with incomes averaging 60 percent of AMI. Option 1 also includes a requirement that 10 percent of residential floor area be affordable at 40 percent of AMI. Option 2 would require 30 percent of residential floor area to be for affordable to households with an average of 80 percent of AMI. In addition, Option 3—which could be applied in conjunction with Options 1 or 2—would require that 20 percent of the residential floor area be affordable to residents at 40 percent AMI (see Section E. "Future with the Proposed Actions").

The creation of special mixed-use districts in the Canal Corridor Subarea, the Upland Mixed Use Subarea, and the Industrial and Commercial Subarea would bring non-conforming residential development in existing M1-2 and M2-1 districts into conformance. These existing clusters of legal non-complying residential buildings are primarily located on the east side of the Canal around Carroll Street and 3rd Avenue. By bringing these residential uses into conformance, the Proposed Actions would allow homeowners to make improvements to their homes and access financing for flood adaptation.

Facilitate the creation of new waterfront open space and neighborhood parks along the Canal through the establishment of a WAP and changes to the City Map.

The Proposed Actions would facilitate the creation of approximately four acres of open space mainly located along the Canal. General WPAA guidelines are difficult to achieve on the varied lot configurations and unique conditions of the Canal. The Proposed Actions would establish the Gowanus WAP which would modify standard WPAA guidelines to fit the specific context of the Canal. The development spurred by the Proposed Actions would be required to comply with the WAP's public access requirements, facilitating the creation of a continuous shore public walkway along the Canal. The WAP would ensure public access on all sites along the Canal, at street ends, and at bridge crossings.

The Proposed Actions include several City Map amendments, including mapping portions of Block 471, Lots 1 and 100 as parkland, mapping new public streets on Block 471, and demapping 7th Street between Smith Street and the Canal. The new neighborhood park created on the Gowanus Green Site would contribute to the network of waterfront open space on the Canal, which

would be connected by a continuous esplanade. New mapped streets would include the extension of Luquer and Nelson Streets and a new street along the Canal. These City Map amendments would create new waterfront parkland and the new streets would physically and visually connect the waterfront to Carroll Gardens to the west. The newly mapped parkland on Block 471 would total 1.6 acres of waterfront open space.

Facilitate several shared neighborhood-wide goals, including promoting a walkable, vibrant, mixed-use neighborhood, brownfield remediation, and activation of key areas by allowing higher densities and a broader range of uses and incentivizing or requiring non-residential uses in select areas.

The Proposed Actions would promote a walkable, vibrant, mixed-use neighborhood through proposed zoning changes and the establishment of the GSD. Certain areas (the Industrial and Commercial Subarea) would be reserved for non-residential use and would be mapped as an M1-4 district. The Proposed Actions would allow a higher density than what is permitted under the current zoning. The GSD would modify the M1-4 district to allow a broader range of uses including retail and entertainment uses, industrial, community facility, and other commercial uses such as office and arts-related uses.

However, most of the primary study area would be mapped as special mixed-use (MX) districts that pair an M1-4 district (modified by the GSD) with a residential district. The Upland Mixed-Use Subarea would be mapped with M1-4/R6A, M1-4/R6B, M1-4/R7A, and M1-4/R7X districts and the Canal Corridor Subarea would be mapped with an M1-4/R72 district. These MX districts would allow the broad range of non-residential uses allowed in the modified M1-4 district to be located adjacent to or within the same building as residential uses. Active ground-floor use requirements on key corridors (4th and 3rd Avenues, Union and 3rd Streets), around planned investments such as Thomas Greene Playground, and at Canal crossings and floor area incentives for active ground-floor use would promote non-residential development and create an active, pedestrian-friendly environment.

The Proposed Actions promote remediation of contaminated sites by allowing increased density and residential development on brownfield sites. Remediation is a costly process and a deterrent to redevelopment. By allowing residential development and increased density, these sites become a more attractive investment, thereby incentivizing redevelopment.

Create special rules to establish limits for height, bulk envelope, and density that consider neighborhood context as well as other shared goals, including encouraging variation and diversity of future programing, open spaces, site planning, and design along the Canal.

The GSD would apply special FAR regulations to encourage a mix of uses. In the proposed M1-4/R72 district on the Canal Corridor Subarea, the GSD would establish a maximum FAR of 4.4 for residential uses and a total maximum built FAR for any development site would be 5.0. In the proposed M1-4/R7X district in the Upland Mixed-Use Subarea around Thomas Greene Playground, the GSD would lower the maximum FAR for residential uses with MIH from 6.0 to 5.6. The GSD modifications would limit residential development and incentivize non-residential development in key areas to promote active and varied uses. In the 4th Avenue Corridor Subarea, the GSD would modify the underlying C4-4D district to have an R9A equivalent maximum residential FAR of 8.5, rather than the standard R8A equivalent maximum residential FAR of 7.2. The GSD would also apply special FAR regulations to promote community resources, such as schools.

The GSD would also apply special bulk and height regulations to the proposed zoning districts to promote development that is consistent with shared goals and compatible with the surrounding residential neighborhoods of Carroll Gardens, Park Slope, and Boerum Hill and the Canal. The Proposed Actions would map contextual districts that reflect the scale and form of existing buildings found in the older neighborhoods adjacent to the Project Area. The new zoning would impose minimum and maximum base heights consistent with the established neighborhoods' prevailing built character. To facilitate non-residential development, the GSD would modify yard regulations to require a rear yard for buildings at a height of 30 feet or higher, rather than 23 feet or higher. This rear yard modification is intended to accommodate higher floor-to-ceiling heights that are typically required for industrial and commercial uses. The GSD would also remove the location requirement of rear yard equivalents in through lots. For blocks along the Canal, the GSD would limit base heights and require setbacks in certain areas. These special rules would ensure that development is consistent with the character of the Canal and maintains visual corridors for waterfront access. Through the WAP, new residential or commercial development on sites adjacent to the Canal would also require the development and maintenance of publicly accessible waterfront open spaces.

Support a successful Neighborhood Plan by institutionalizing a comprehensive planning framework that is inclusive of relevant capital infrastructure needs and services to support current demand and future growth

The Proposed Actions are supportive of, and would be carried out in coordination with, planned capital infrastructure and service improvements. As described in Chapter 1, "Project Description," the GSD would apply special bulk modifications to promote community resources, such as schools, and special FAR regulations to promote transit improvements along 4th Avenue. In addition, the Proposed Actions include a chairperson certification to allow an increase in density in exchange for identified transit improvements at the Union Street (R train) subway station. The GSD would create an authorization to modify the bulk envelope (height and setback regulations), use and streetscape regulations for existing, large mixed-use sites proposed for redevelopment that integrate new development with substantial, existing building(s).

Infrastructure improvements are beyond the purview of zoning and the Proposed Actions. However, the development of the Framework resulted in the identification of infrastructure and other community needs, including flood resiliency, stormwater management, sewer infrastructure, and remediation of the Canal. The Framework planning process required collaboration with several City agencies including HPD, NYC Parks, the Landmarks Preservation Commission (LPC), DOT, School Construction Authority (SCA), Department of Education (DOE), Department of Environmental Protection (DEP), Small Business Services (SBS), EDC, Mayor's Office of Recovery and Resiliency, Mayor's Office of Sustainability (MOS), New York City Department of Emergency Management (NYCEM), and Department of Community Affairs (DCA).

The Proposed Actions would facilitate development that supports neighborhood goals in areas surrounding planned investment such as the Gowanus Canal and Thomas Greene Playground. As described further in Chapter 1, the Canal is on the EPA's National Priorities (Superfund) List and will be undergoing remediation including dredging, remediation of former Manufactured Gas Plant (MGP) sites, and combined sewer overflow (CSO) reduction. NYC Parks' Thomas Greene Playground is one of the former MGP sites and will be remediated as part of the Superfund requirements.

A number of infrastructure improvements are planned in the No Action condition that would meet existing demand and support future growth. As discussed further in Chapter 11, "Water and Sewer Infrastructure," DEP has commenced construction of High Level Storm Sewers (HLSS) to reduce stormwater flows to the combined sewer system and reduce the frequency and volume of CSO into the Canal. DEP has also invested in green infrastructure improvements that will decrease stormwater runoff and reduce CSO events. EPA has also mandated the construction of two new CSO storage facilities—the Head End Facility and the Owls Head Facility—which are expected to be complete and operational by 2028. DEP is expected to make additional infrastructure upgrades in the area in connection with the CSO facilities.

SECONDARY STUDY AREA

The Proposed Actions would not adversely affect land use in the secondary study area. The increase in residential and commercial development in the primary study area would be compatible and in context with existing and planned residential, commercial and community facility developments in the secondary study area. The new commercial development anticipated under the RWCDS associated with the Proposed Actions would provide employment opportunities for residents in the secondary study area, including those in NYCHA developments. The increased supply of new housing, including affordable housing, would provide New Yorkers with more housing options. Therefore, the Proposed Actions would not result in significant adverse impacts.

PUBLIC POLICY

PRIMARY STUDY AREA

Waterfront Revitalization Program (WRP)

Portions of the Project Area are within the coastal zone; therefore, the Proposed Actions must be reviewed by CPC, in its capacity as the City Coastal Commission, to determine whether the Proposed Actions are consistent with WRP policies (See **Appendix B**). As discussed in the WRP assessment, the Proposed Actions are consistent with the City's WRP policies and would promote several policies affecting the waterfront, including the provision of new waterfront open space and increased visual and physical access to the Canal.

Housing New York

The Proposed Actions directly support the goals and principles outlined in *Housing New York* including developing affordable housing on underused public and private sites and creating more homes for seniors. *Housing New York* calls for neighborhood studies to be undertaken in communities across the five boroughs that offer opportunities for new affordable housing.

On privately owned sites, the Proposed Actions could result in a net increase of approximately 2,000 permanently affordable DUs for lower-income New Yorkers in accordance with the MIH Program.[1] On City-owned sites, the Proposed Actions would result in approximately 1,000

[1] A minimum percentage of housing created would be permanently affordable under the MIH Program. The number of affordable units would be determined by a number of factors, including the MIH option ultimately selected for the Proposed Actions. The number of affordable units shown here is approximate and based on a percentage of floor area under the RWCDS, which is assumed to be MIH Option 1 (25 percent of residential floor area).

affordable DUs, designated to serve a wide range of incomes. The Proposed Actions would also facilitate the development of 74 affordable senior housing units on Projected Development Site 36.

Vision Zero

The Proposed Actions support the goals outlined in Vision Zero by encouraging a pedestrian friendly environment. The Proposed Actions would also be compatible with planned and completed pedestrian improvements that are anticipated under Vision Zero on priority corridors such as 4th Avenue.

The GSD would establish certain streetscape requirements to encourage a pedestrian-friendly environment, including requirements for ground-floor use in key locations (4th and 3rd Avenues, Union and 3rd Streets and cross-Canal connectors), on a percentage of building frontages, and screening requirements for off-street parking facilities. Overall, the controls would foster a safe, varied, and walkable pedestrian experience along major corridors. Therefore, the Proposed Actions would be compatible with and support this public policy.

New York City Food Retail Expansion to Support Health (FRESH) Program

The Proposed Actions would facilitate the creation of new ground-floor commercial spaces along key corridors such as 4th Avenue, and therefore would enable an opportunity for new neighborhood grocery stores to be located within the Project Area. Therefore, the Proposed Actions would be compatible with and support this public policy.

OneNYC / PlaNYC

The Proposed Actions are consistent with the following goals of PlaNYC:

Land Use

The Proposed Actions support the land use goals of PlaNYC by reclaiming underutilized waterfronts, pursuing transit-oriented development, promoting walkable destinations for retail, mapping MIH, and redeveloping brownfields. The Proposed Actions would facilitate the redevelopment of underutilized waterfront sites and create new waterfront open space. The Proposed Actions would support new housing and jobs in a neighborhood with strong public transit access and in close proximity to the Downtown Brooklyn and Lower Manhattan CBDs. In addition, the Proposed Actions would work in tandem with the remediation activities in Gowanus by allowing new residential use where it is currently prohibited, by increasing density at select locations, and by requiring appropriate safeguards during construction and operation to protect the health and safety of workers and future occupants of new mixed-use developments from contamination. These changes are expected to spur the cleanup and redevelopment of Brownfield sites. The creation of a WAP as part of the zoning changes and proposed mapping of parkland would create new waterfront public open space along the Canal, providing a recreational amenity for current and future residents. The Proposed Actions would provide significant amounts of new housing for current and future residents. The affordable housing that would be produced through the application of MIH would promote a diverse and inclusive mixed-income neighborhood.

Open Space

The Proposed Actions support the open space goals of PlaNYC by facilitating the creation of new waterfront open space and neighborhood parks along the Canal through establishing a WAP and changes to the City Map. The WAP would facilitate the creation of a continuous esplanade, new open space at street ends, and increased landscaping and vegetation along the Canal. The Proposed Actions would provide increased access to the waterfront.

Water Quality

In the No Action condition, a number of remediation and infrastructure investment are planned as part of the EPA remediation of the Gowanus Canal Superfund site, including Canal dredging and CSO reduction, which will occur irrespective of the Proposed Actions. Two new CSO facilities —the Heads End Facility and the Owls Head Facility—will be constructed along the Canal. Further build-out of green infrastructure projects such as bioswales and several HLSS will improve water quality in the Canal. The Proposed Actions would not interfere with these planned improvements and any additional open space and stormwater management improvements facilitated by the Proposed Actions would further improve water quality in the Canal. Furthermore, the Proposed Actions would result in new open space at street ends. The street ends would be installed with green infrastructure, including bioswales, rain gardens, permeable pavements, infiltration planters, and trees, which would filter stormwater and reduce runoff. Therefore the Proposed Actions are consistent with the water quality goals of PlaNYC.

Transportation

The Proposed Actions support the transportation goals of PlaNYC by facilitating transit-oriented development and enhancing pedestrian access and safety. The GSD would promote transit improvements along 4th Avenue, including zoning mechanisms that support improvements at the Union Street (R train) subway station. The Proposed Actions allow increased density to facilitate housing development in an area that is rich in public transit options. By requiring active ground-floor uses in select areas, the Proposed Actions would foster a safe, varied, and walkable pedestrian experience along major corridors.

Air Quality

The Proposed actions are consistent with the air quality goals of PlaNYC. At certain sites, an (E) Designation would be mapped in connection with the Proposed Actions to ensure that future developments would not result in any significant air quality impacts from fossil fuel-fired heat and hot water systems emissions. For the City-owned parcels, such restrictions would be set forth in a Land Disposition Agreement (LDA) to ensure that the developer(s) satisfy these restrictions with oversight provided through HPD. Additionally, planting requirements in the WAP, new open space, and other landscaping requirements would increase vegetation and provide air quality benefits.

Energy

Any new developments resulting from the Proposed Actions would be required to comply with the New York City Energy Conservation Code (NYCECC), which governs performance requirements of heating, ventilation, and air conditioning systems, as well as the exterior building envelope of new buildings. In compliance with this code, new development must meet standards for energy conservation, which include requirements relating to energy efficiency and combined thermal transmittance. Larger buildings must comply with the Greener, Greater Buildings Plan which requires benchmarking and energy audits, among other requirements.

In addition, new construction and substantial rehabilitation projects receiving funding from HPD are required to comply with Enterprise Green Communities Criteria, which are cost-effective standards that ensure that the City's investment in affordable housing goes towards building healthy and energy efficient homes.

Natural Resources

The Proposed Actions are consistent with the natural resources goals of PlaNYC by facilitating the creation of new open space and planted areas such as bioswales and other green infrastructure. As discussed further in Chapter 9 "Natural Resources," the Proposed Actions would not adversely

impact wetlands and stormwater management improvements would result in long term beneficial impacts to wetland quality. In addition, bioswales, stormwater greenstreets, landscaping, and newly developed or enhanced open space would provide habitat for pollinators and wildlife in the study area.

Solid Waste

As described in further detail in Chapter 12, "Solid Waste and Sanitation Services," the Proposed Actions would not result in any significant adverse impacts to the City's solid waste system. Developments within the primary study area would be subject to mandatory recycling requirements. As such, the Proposed Actions would be consistent with PlaNYC's solid waste management goals.

The Proposed Actions are consistent with the following components of OneNYC:

Industrial Action Plan (IAP)

The Proposed Actions are consistent with the goals of the IAP including creating models for unique mixed-use districts that include light industrial, commercial, and residential uses and upholding current zoning in IBZs that prohibit residential development. The Proposed Actions would not rezone any the IBZ, maintaining the current zoning that prohibits residential development. The GSD would allow a mix of compatible light industrial, commercial, community facility, and residential uses and allow additional flexibility for location of uses within the same building, creating a unique mixed use district. In addition, the Proposed Actions would maintain locations within the Project Area where residential use would not be allowed, which is intended to preserve and promote commercial and light industrial uses.

80 x 50

The Proposed Actions support the goals of *80 x 50* including encouraging more sustainable modes of transportation and encouraging the development of energy efficient buildings. The Proposed Actions would create a safe and pedestrian-friendly environment by encouraging active ground-floor uses on key corridors. Any new developments resulting from the Proposed Actions would be required to comply with the NYCECC; and larger buildings would be required to comply with the more stringent Greener, Greater Buildings Plan.

Brownfield Opportunity Area Program (BOA)

The Proposed Actions are consistent with the goals of the BOA and would spur remediation of potentially contaminated sites. The Proposed Actions would support industrial business in Gowanus by increasing non-residential density, requiring active ground-floor uses, and maintaining non-residential zoning districts. The Proposed Actions would preserve a navigable canal for all users and increase public access to the Canal waterfront.

Excelsior Jobs Program

The Proposed Actions are consistent with the objective of the Excelsior Jobs program to encourage firms in targeted industries to expand and relocate in New York State. Portions of the Project Area and the secondary study area are located in the Southwest Brooklyn Investment Zone. The Proposed Actions would support new jobs by creating opportunities for new light industrial and commercial space. The Proposed Actions would require non-residential ground-floor uses (i.e., commercial space, light industrial space, arts-related space, or community facilities) along key corridors and around certain planned investments and improvements and require active ground-floor uses at Canal crossings. The Proposed Actions would promote active ground floors and second-story non-residential uses along main thoroughfares, Canal crossings, and around Thomas

Greene Playground, which promote job-generating uses. The broad range of uses would allow existing businesses to continue to operate, expand, and grow within the neighborhood while allowing a greater range of uses within new mixed-use developments.

Southwest Brooklyn Industrial Business Zone (IBZ)

The Proposed Actions would support the Southwest Brooklyn IBZ. The Proposed Actions would not change the zoning in the IBZ to allow residential development. In addition, as a result of the Framework, DCP has initiated community engagement for the Gowanus IBZ Visioning Study with the goal of creating a shared vision, and identifying land use goals, priority infrastructure needs, and workforce development needs. The City has also committed to investing nearly $34 million toward sewer and storm water infrastructure improvements in the IBZ.

Business Improvement Districts

The Proposed Actions would support the goals of the Atlantic Avenue BID, the Court-Livingston-Schermerhorn and MetroTech BIDs, the North Flatbush BID, and the Park Slope 5th Avenue BID, including. The introduction of a new residential population in the Project Area would increase demand for the goods and services provided by existing businesses in the Project Area and in the secondary study area, including those in the aforementioned BIDs.

New York Works

The Proposed Actions support the goals of New York Works. The Proposed Actions will support job generating uses in the Project Area such as light industrial, arts, and commercial retail and office space, directly supporting the New York Works goals of creating 100,000 jobs with good wages and supporting jobs closer to where New Yorkers live. The Proposed Actions align with Initiative 24 "Update outdated zoning to support creation of modern space" through the creation of the GSD and other zoning changes which would incentivize non-residential development in key areas, increasing the allowable density for job-generating uses, and removing onerous requirements, such as required accessory parking and loading, that act as barriers to redevelopment and enlargements.

In addition to supporting job generation within the Project Area, the Proposed Actions would also facilitate expanding opportunities in an area close to Downtown Brooklyn, which New York Works identifies as a growing job center.

Brooklyn Cultural District

The Proposed Actions would not conflict with the goals of the Brooklyn Cultural District, as it is located outside of the Project Area. The Proposed Actions would introduce a new residential population that would generate increased demand for the arts and cultural organizations in the BCD. Additionally, the Proposed Actions would support job-generating uses including arts-related uses.

Atlantic Terminal Urban Renewal Area (ATURA)

Though the Proposed Actions would not directly affect the ATURA, the Proposed Actions are consistent with the goals of the ATURA such as encouraging development and employment opportunities in the area, community facility (including retail and parks) construction, and high quality housing construction. The Proposed Actions would support job-generating uses, facilitate the development of additional local retail, office space, community facility space, and residential space. The Proposed Actions would also facilitate the development of approximately 6 acres of

open space. The Proposed Actions would not conflict with the Pacific Park Development, which is expected to be substantially completed by the 2035 Build Year. This development would include over 4,000 DUs (including approximately 1,000 affordable), over 100,000 sf of retail space, 300,000 sf of office space, a 180-room hotel, and open space.

Brooklyn Center Urban Renewal Area

The Proposed Actions would not directly affect the BCURA. However, the Proposed Actions are consistent with the goals of the BCURA including providing new areas for expansion of office, educational, cultural, manufacturing, and open space uses.

Downtown Brooklyn Development Plan

The Proposed Actions would not directly affect the Downtown Brooklyn Development Plan and would not conflict with its stated goal to foster a multiuse urban environment to serve the residents, businesses, academic institutions, and cultural institutions of Downtown Brooklyn and its surrounding communities. The Proposed Actions would introduce a new residential and worker population to the study area, which would support the economy of Downtown Brooklyn.

NextGeneration NYCHA

The Proposed Actions would not change the zoning of any of the NYCHA developments in the secondary study area. The Proposed Actions would not affect the *NextGen Neighborhoods* project planned at NYCHA Wyckoff Gardens or the PACT-RAD conversion 572 Warren Street. The Proposed Actions align with the goal of *NextGen NYCHA* to expand and preserve affordable housing and would provide additional affordable housing options for all residents in the primary and secondary study areas, including NYCHA residents. The Proposed Actions are expected to benefit NYCHA residents by enhancing the neighborhood with new open space, pedestrian-friendly streetscapes, and more community resources and retail services. ✷