

# Land Use and Zoning

The Bushwick Neighborhood Plan Update proposes a planning framework and zoning proposal that identify a vision for a balanced, coordinated approach to neighborhood planning. The zoning proposal will enable the protection of neighborhood character, appropriate residential and commercial growth, and maintenance of locations for job-generating uses and business expansion.

The planning framework takes into account community aspirations and priorities shared at Land Use Sub-committee meetings, the Land Use and Housing Summit held in February 2017, the subsequent zoning workshop series held from May through August 2017, and the Bushwick Community Plan final report, released in September 2018. DCP's planning framework has evolved over time to strengthen protection of midblock character and maintenance of job generating uses, in response to stakeholder feedback throughout the process. The framework contains specific land use objectives to guide a long-term vision for the future of Bushwick, which, based on ongoing outreach and agency efforts, recognize the area's varied context and aim to meet multiple objectives. As the City proactively plans for the neighborhood's future, the framework also seeks to meet citywide goals of increasing housing production, including affordable housing, and directing growth to appropriate locations.

## **BUSHWICK PLANNING FRAMEWORK**

### Legend

*Midblock Preservation:* Preserve character of side streets by continuing to allow low-scale residential buildings and limiting height (i.e. contextual zoning).

*Historic Corridor:* Maintain historic character through contextual zoning tools.

**Mixed Use Corridor:** Allow medium density development with affordable (MIH\*) and mixed income housing and strengthen commercial uses.

**Neighborhood Corridor:** Explore potential for medium density development with affordable (MIH\*) and mixed income housing and retail where appropriate.

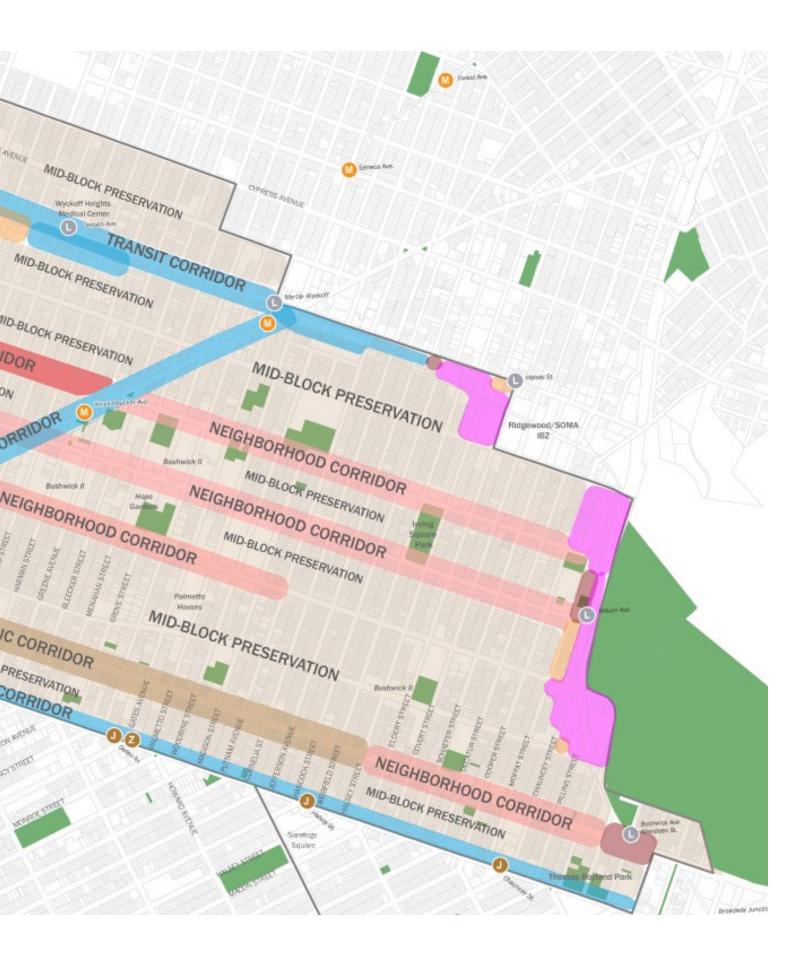
**Transit Corridor:** Promote higher density mixed-use development with affordable (MIH\*) and mixed income housing, retail, and community facility uses.

Industrial/Commercial Buffer Zone: Foster the creation of industrial/ commercial nodes through increased density and reduced parking and loading requirements.

**Established Residential:** Bring areas with substantial established residential uses into conformance with medium density along corridors and lower density on midblocks.

*Mixed Use Area:* Encourage the continuity of the mix of uses present today - industrial, commercial, and residential.





### **MIDBLOCK PRESERVATION**

Objective: Reinforce predominant character of side streets and select corridors by matching zoning to the low-scale residential buildings and limiting building heights (i.e. contextual zoning) accordingly.

### What we heard/Vision:

- Adopt contextual zoning that would limit heights and maintain existing character.
- Prevent out-of-scale residential additions where possible.
- Use a fine-grained block-by-block approach to mapping zoning districts.
- Protect midblock low-rise character on Irving Avenue east of Myrtle Avenue.
- Protect midblock low-rise character on Central Avenue east of Putnam Avenue.
- Careful consideration of zoning in NE Bushwick, east of Putnam Avenue, an area with intact consistent rowhouse character.

### **Strategies**

 Implement zoning that would maintain the character of side streets by continuing to allow low-scale residential buildings, limiting height, and ensuring that buildings line up on the street with those next to them.



Midblock: Troutman Street between Evergreen and Bushwick avenues





Myrtle Avenue



Broadway

### TRANSIT CORRIDORS

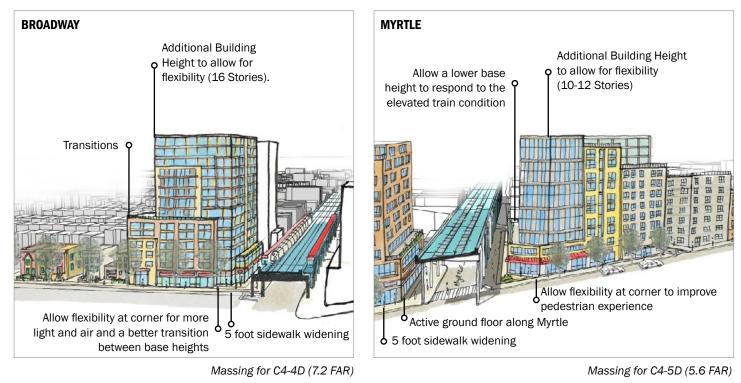
Objective: Promote higher density mixed-use development, including permanently affordable housing as well as mixed-income housing, local retail, and community facilities.

### What we heard/Vision:

- Greater density with Mandatory Inclusionary Housing (MIH) mapped close to transit stations and key sites.
- More street activity, especially on stretches of Broadway and Myrtle Avenue that currently lack commercial activity.
- Streetscape improvements and design interventions to increase safety and "brighten" Broadway and Myrtle Avenue in the dark spaces under the elevated train.
- More modest growth on Wyckoff Avenue, compared to Broadway and Myrtle Avenue, given the consistent three-story character west of Myrtle Avenue.

### Strategies

- Map MIH, which requires permanently affordable housing in new residential developments within upzoned areas.
- Enliven streets by requiring active uses, such as stores or community facilities, on the ground floor (i.e. enhanced commercial districts).
- Allow non-residential uses to locate on upper floors to encourage job growth.
- Regulate built form that responds to the elevated train corridor condition by including provisions requiring building setbacks (sidewalk widening) beside train stations and above the second floor.



### **NEIGHBORHOOD CORRIDORS**

# Objective: Explore potential for medium density development with permanently affordable housing, mixed income housing, and retail where appropriate.

### What we heard/Vision:

- Do not view Knickerbocker Avenue, Wilson Avenue, and Central Avenue as growth corridors overall and avoid a blanket approach to zoning. Treat portions of the avenues west and east of Myrtle Avenue differently, with slightly greater density and taller buildings further west.
- Maintain overall character of the neighborhood corridors, but with improved amenities and better access to commercial uses at key locations.
- Map MIH at key sites or nodes, with housing and greater density close to transit nodes on Myrtle Avenue.
- Map commercial overlays at appropriate locations, including overlays in gaps where there are commercial uses today and no existing overlays (e.g. Knickerbocker Avenue between Starr and Suydam streets across from Maria Hernandez Park and between Jefferson and George streets).
- More commercial uses further west, and maintain already existing commercial uses further east.

### Strategies

### West of Myrtle Avenue:

- Encourage existing active commercial corridors.
- Increase density only in areas where opportunity for MIH exists and maintain existing density in other areas to preserve neighborhood character.

### **East of Myrtle Avenue:**

- Maintain existing commercial activity at nodes and close to transit.
- In areas that have consistently lower density (e.g. parts of Irving Avenue and Central Avenue) or where buildings are oriented towards side streets, implement zoning that would maintain the built character by continuing to allow low-scale residential buildings, limiting height, and ensuring that buildings line up on the street with those next to them.



Central Avenue



Wilson Avenue



Knickerbocker Avenue



Catherina Lipsius House on Bushwick Ave



Knickerbocker Avenue at Stockholm Street

### **HISTORIC CORRIDOR**

### Objective: Protect neighborhood character and scale through contextual zoning.

### What we heard/Vision:

- Maintain the historic character of Bushwick Avenue and prevent out-of-context development.
- Establish a historic district for sections of Bushwick Avenue or designate individual historic landmarks.

### Strategies:

- Map contextual zoning districts that limit the height of buildings in areas identified for their distinctive low-rise character, such as Bushwick Avenue between Myrtle Avenue and Halsey Street.
- DCP will work with LPC to identify areas in which the historic streetscape character could be preserved via contextual zoning.

### MIXED-USE CORRIDORS

Objective: Allow medium density development with permanently affordable housing and mixed income housing, and strengthen commercial uses.

### What we heard/Vision:

- Encourage both continuity and strengthening of Knickerbocker Avenue's commercial character.
- Housing and greater density close to the transit node at Myrtle Avenue.
- Maintain and see more multi-story commercial use.
- Require ground-floor commercial uses in key locations where appropriate.

### Strategies:

- Increase density around transit and at key sites.
- Map MIH, which requires permanently affordable housing in new residential developments within upzoned areas.
- Require ground floor commercial use to support population growth and reinforce the character and viability of existing commercial corridors.
- Continue to work with SBS on strategies to strengthen local businesses.
- Explore strategies to increase pedestrian and bike safety on Knickerbocker Avenue, which connects important public spaces in Bushwick, including Maria Hernandez Park and Irving Square Park.

### **INDUSTRIAL/COMMERCIAL BUFFER ZONE**

# Objective: Reinforce and allow for growth of industrial and commercial uses and strengthen as a local job hub.

#### What we heard/Vision:

- Retain existing industrial uses, as well as support growth and expansion of jobgenerating uses.
- Maintain prohibition on new residential uses in these areas.
- Increase density for non-residential uses along Flushing Avenue corridor.
- Encourage more retail and services in eastern Bushwick, which is currently under-served.

### **Strategies:**

- Continue to prohibit new residential uses and allow a range of non-residential uses industrial, commercial, community facility.
- Encourage development of new businesses by increasing the allowable floor area ratio (FAR) for non-residential uses to 2 to 5 FAR.
- Eliminate parking requirement and rightsize loading requirements to better support business needs.



Beverage distributors, Knickerbocker Avenue



Restaurant, Starr Street. Credit: CycloMedia

### **ESTABLISHED RESIDENTIAL**

### Objective: Bring existing residential blocks into conformance with zoning.

### What we heard/Vision:

- Bring areas with consistent residential character into conformance with zoning.
- Allow existing businesses to remain.

### Strategies:

- Allow residential and, where appropriate, commercial and industrial use.
- Allow medium-scale density along corridors and lower density on midblocks.
- Map MIH, which requires permanently affordable housing in new residential developments within rezoned Manufacturing areas.



Moffat Street between Wilson and Central avenues

### **MIXED-USE AREA**

Objective: Encourage continuity of unique mix of uses, allowing businesses to remain and expand, while also bringing existing residential uses into conformance with zoning.

#### What we heard/Vision:

- Support existing businesses, and allow them to grow and expand.
- Allow for job growth and job-generating uses.
- In eastern Bushwick, more retail and services for workers and residents, including places for families to go.
- On large sites, encourage uses with a benefit to the community, including space for jobs, affordable housing, and open space.

#### **Strategies:**

- Encourage a mix of residential, commercial, and industrial uses, which would bring existing uses into conformance and allow new housing and business growth.
- Support existing businesses by allowing them to grow and expand;
- Encourage development of new businesses by increasing allowable FAR for nonresidential uses at 2 to 5 FAR.
- Eliminate parking requirement for non-residential uses and rightsize loading requirements to better support business needs.
- Map Mandatory Inclusionary Housing (MIH), which requires permanently affordable housing in new residential developments within rezoned industrial areas.



Willoughby Ave between Wyckoff Ave And Irving Ave. Credit: CycloMedia

## **Zoning Proposal**

Taking into account the feedback on the various iterations of the planning framework, the Bushwick Community Plan report, and ongoing City analysis, DCP developed a zoning proposal for the Bushwick neighborhood that aims to achieve a balanced approach to neighborhood growth and address the need for increased affordable housing and economic opportunity while preserving neighborhood character. The zoning proposal refines the planning framework into specific zoning districts that lay the foundation for future development in the neighborhood. The zoning proposal is guided by the following high-level objectives.

### Objectives: Preserve neighborhood character of Bushwick's side streets (i.e. mid-blocks) by establishing contextual zoning districts

- Limit building height to be more in context with adjacent low-scale residential buildings.
- Require new development to line up with existing buildings along the street line.

### Proposed Zoning Districts: R5B, R6B



Objective: Allow for appropriate growth with permanently affordable housing, retail, and community facilities in appropriate locations on eastwest avenues

- Foster neighborhood nodes of activity (commercial, residential use) on Bushwick's neighborhood and mixed-use corridors, including sections of Knickerbocker, Wilson, Central, and Irving avenues.
- Map commercial overlays to connect gaps between existing overlays and extend vibrant mixed-use character.

Proposed Zoning Districts: R6A, R7A

# **Medium Density**





- Allow for increased density directly adjacent to elevated train stations to encourage nodes with a mix of housing, retail, and community facilities.
- Require active ground-floor use on transit corridors to ensure that groundfloor space is occupied by non-residential (commercial, community facility) establishments that enliven the pedestrian experience.
- Allow non-residential uses to locate on upper floors to encourage job generation;
- Allow a greater range of job-generating uses than the typical commercial districts by permitting custom manufacturing activities (Use Group 11), such as jewelry making and clothing manufacturing on transit corridors.
- Map commercial zoning on corridors where there are commercial uses today to allow new commercial uses to locate there in the future.
- Restrict hotels through a Hotel Special Permit on transit corridors.

Proposed Zoning Districts: R7A, C4-5A, C4-5D, C4-4D

### Objective: Allow building envelope flexibility to respond to elevated train conditions and improve the pedestrian experience along elevated train corridors

- Lower required minimum base heights to encourage setback of residential units from the elevated train.
- Allow for additional building heights of up to two stories to allow for greater architectural flexibility and improved urban design.
- Require sidewalk widening beside train stations to improve the pedestrian experience.
- Identify transit easements to be included in future development for sites within 50 feet of MTA subway stations, to facilitate better access to transit stations through off-street relocation of subway entrances.

Proposed Zoning Districts: C4-5A, C4-5D, C4-4D

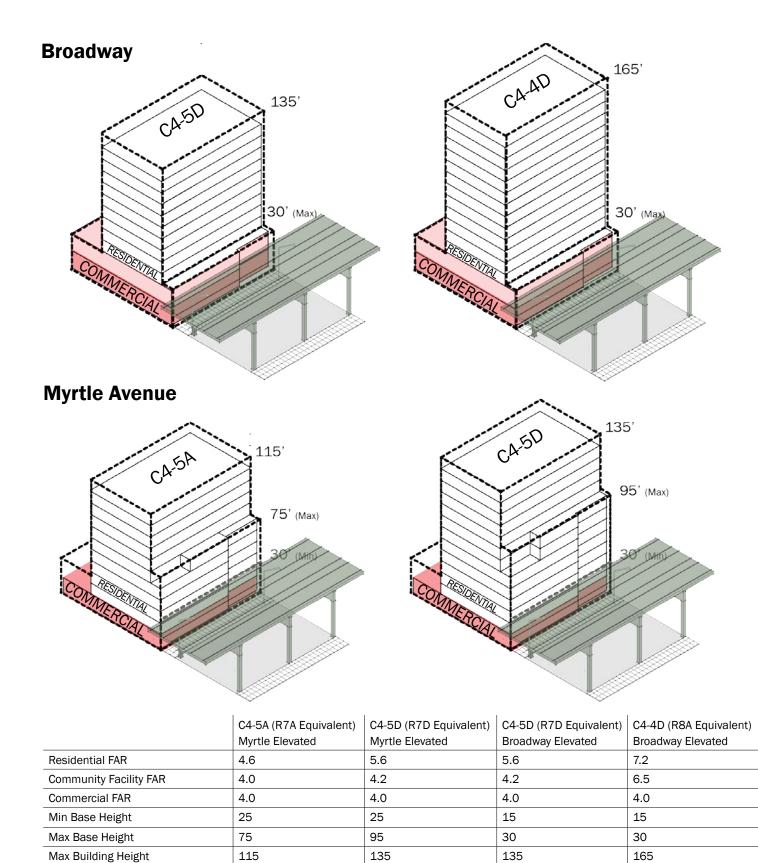
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Broadway and Locust Street



Myrtle Ave and Irving Ave



40%

n/a

40%

n/a

40%

n/a

**Residential Parking** 

**Residential Parking** 

Affordable (Income-Restricted)

40%

n/a

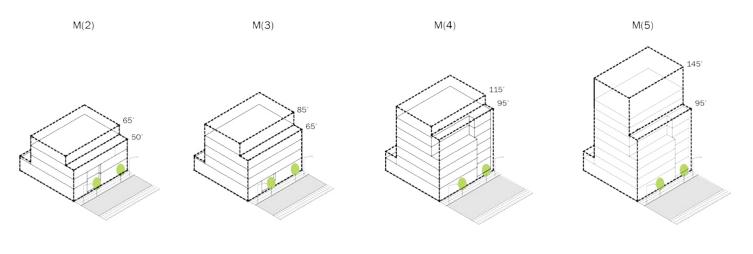
# Objective: Reinforce and increase job-generating uses and enhance the vitality of industrial districts

- Maintain prohibition of residential use to strengthen and concentrate job generating uses in areas with active industrial businesses today along Wyckoff and Flushing avenues in northwest Bushwick, and Wyckoff Avenue and Moffat streets in eastern Bushwick.
- To better respond to existing neighborhood character, create new mid-density contextual manufacturing districts that facilitate modern, loft-style buildings with height limits.
- Lower barriers to development on industrial sites through elimination of parking requirements and lowered loading requirements.
- Raise FAR from 1 to 3 to 5, permitting more buildable industrial, commercial, and community facility floor area.
- Establish height limits that respond to surrounding context.



Knickerbocker Ave

### **Contextual Manufacturing Districts**



	M(3)	M(4)	M(5)
Community Facility FAR	3.0	4.0	5.0
Commercial FAR	3.0	4.0	5.0
Industrial FAR	3.0	4.0	5.0
Min Base Height	20	20	20
Max Base Height	65 - 95	95 - 125	125 - 155
Max Building Height	85 - 115	115 - 145	145 - 175
Commercial Parking	n/a	n/a	n/a
Industrial Parking	n/a	n/a	n/a

### Proposed Zoning Districts: M(3), M(4), M(5)



Jefferson Street Credit: CycloMedia

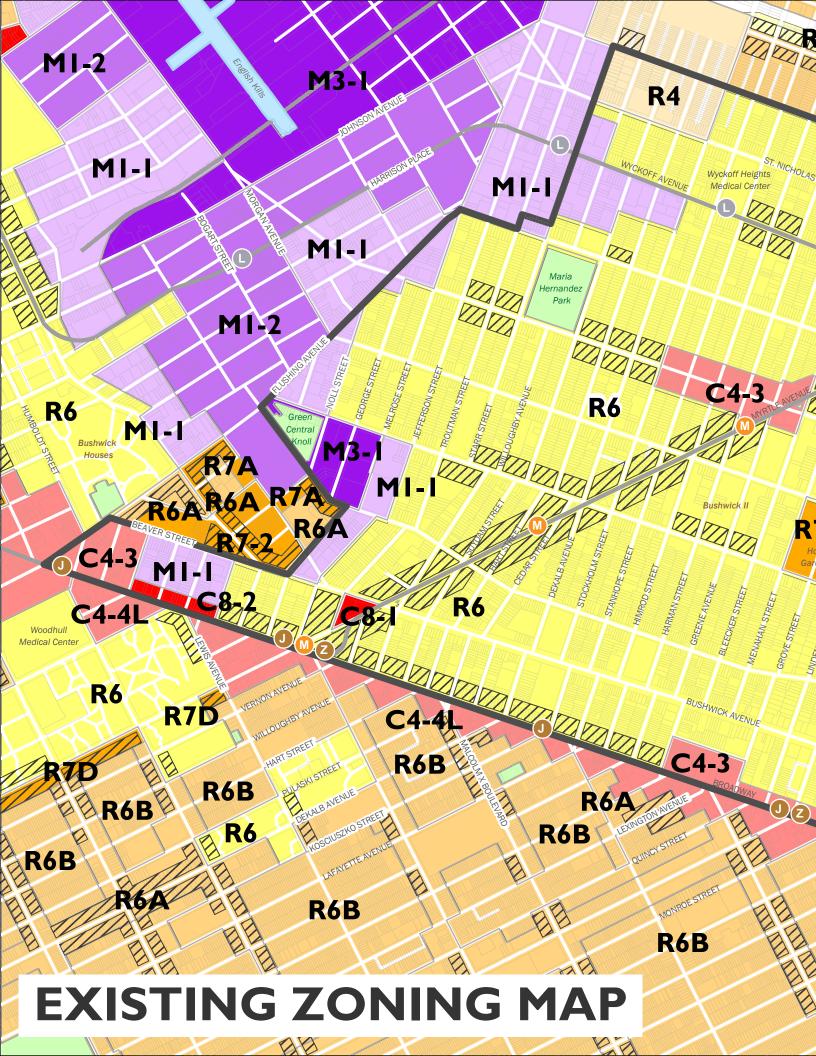
Objective: Encourage a mix of residential, commercial, and industrial uses to best respond to needs for both jobs and new housing, including affordable housing

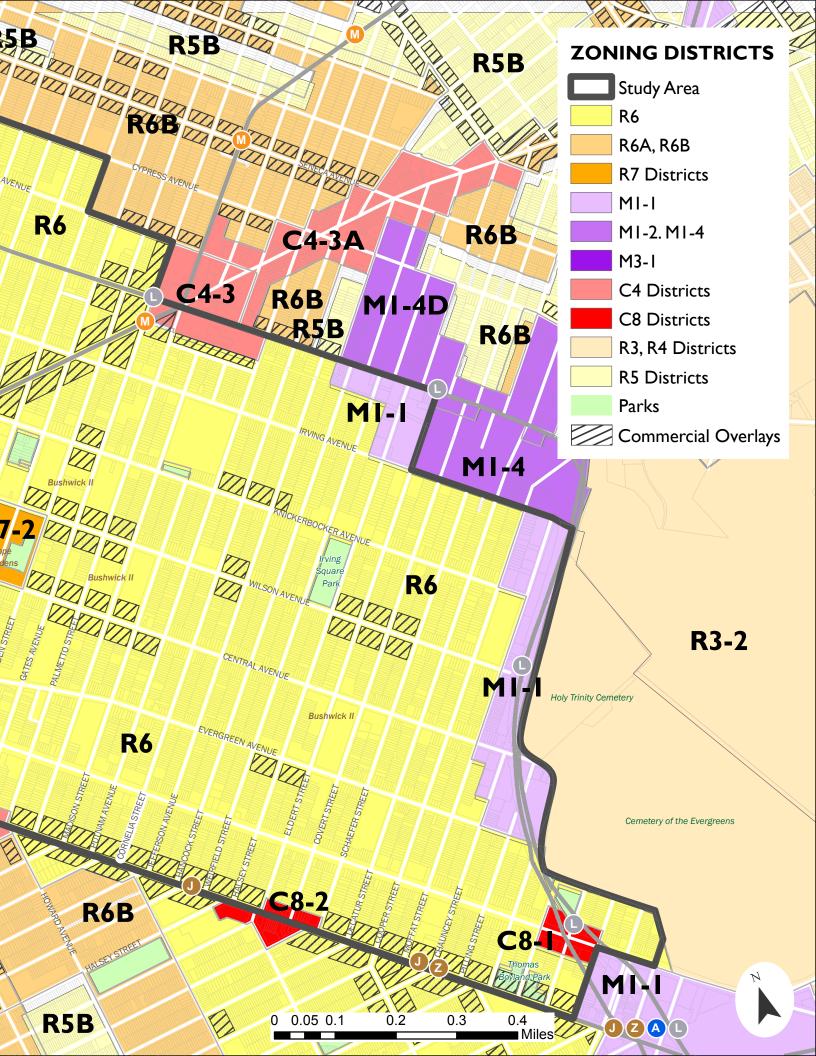
- In areas with a mix of uses today, bring residential uses into conformance and promote continuity and growth of non-residential uses through mapping MX districts.
- As part of MX districts, map new contextual M districts that will better respond to surrounding context through introducing height limits.
- On large sites, map separate industrial (M) and mixed-use (MX) districts to promote non-residential space and economic opportunity while also allowing a mix of uses including residential with permanently affordable housing.

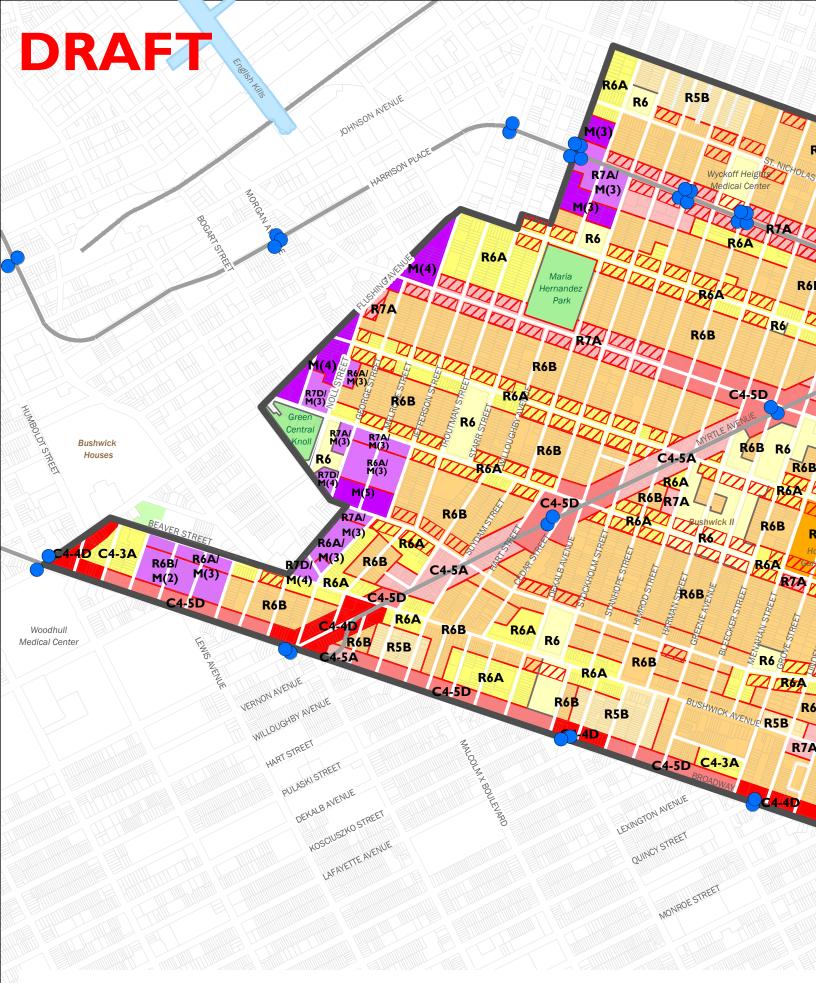
**Proposed Zoning Districts:** M(3), M(4), M(5), R6B/M(2), R6A/M(3), R7A/M(3), R7D/M(4)

R6B/M(2)	R6A/M(3)	R7A/M(3)	ſ	R7D/M(4)
55 <sup>-45</sup>		85'	95' 75'	115' 95'
	R6B/M(2)	R6A/M(3)	R7A/M(3)	R7D/M(4)
Residential FAR	2.2	3.6	4.6	5.6
Community Facility FAR	2.0	3.0	3.0	4.0
Commercial FAR	2.0	3.0	3.0	4.0
Industrial FAR	2.0	3.0	3.0	4.0
Min Base Height	30	40	40	60
Max Base Height	45	65	75	85
Max Building Height	55	85	95	115
Residential Parking				
Residential Farking	50%	50%	50%	50%
Commercial Parking	50% n/a	50% n/a	50% n/a	50% n/a

## **Mixed-Use Districts**







# **BUSHWICK DRAFT ZONING PRO**

