

**A. INTRODUCTION**

This chapter considers the potential impacts of the proposed project with respect to land use and development trends, zoning regulations, and public policy. It describes current conditions and projected changes in land use, zoning, and public policy that are expected independent of the proposed project by the 2011 Build year, and identifies any potential adverse impacts to land use, zoning, and public policy that would be associated with the proposed project. This analysis follows the guidelines of the *New York City Environmental Quality Review (CEQR) Technical Manual*.

The proposed project would affect a rezoning area and project site located on two blocks along the west bank of the Gowanus Canal in Brooklyn near the convergence of several neighborhoods, including Carroll Gardens, Gowanus, and Park Slope. The rezoning area is bounded by the midpoints of Carroll Street to the north, Bond Street to the west, 2nd Street to the south, and the Gowanus Canal to the east. The project site encompasses Brooklyn Tax Block 452 (Lots 1 and 15) and Tax Block 458 (Lot 1). Two City-owned parcels on the northern block, which are currently occupied by an Emergency Medical Services facility and infrastructure associated with the Carroll Street Bridge, are not part of the project site, but are part of the area to be rezoned.

**PRINCIPAL CONCLUSIONS**

The proposed project would allow the project site to be redeveloped with a predominantly residential development that would include market-rate and affordable housing with community facility and commercial space and accessory parking. In addition, the proposed project would also provide approximately 0.7 acres of publicly-accessible waterfront open space on the Gowanus Canal along the entire project waterfront from 2nd Street on the south to Carroll Street on the north. The City-owned parcels in the rezoning area would not be redeveloped as a result of the proposed project. As described below, this analysis concludes that the proposed project would be consistent with surrounding uses and existing neighborhood trends, and as such would have no significant adverse impacts on land use, zoning, or public policy in the study area. In addition, the proposed project would promote the objectives of and be consistent with the goals of public policy initiatives that affect the project site. Specifically, the proposed project would be consistent with the applicable initiatives and goals described in PlaNYC.

**B. STUDY AREA DEFINITION**

The project site is located in the Gowanus area between the Carroll Gardens and Park Slope neighborhoods to the west and east, respectively. Due to the location of the project site and to account for distinct land use patterns in the study area, the boundaries of the study area were established to reflect these neighborhood boundaries. Thus, the study area has been defined as

the area bounded by Wyckoff Street to the north, 4th Avenue to the east, 12th Street to the south, and Smith Street to the west (see Figure 2-1).

For the purposes of assessing compatibility of the proposed project with land use patterns, zoning and public policy, the study area is organized into the four following subareas (see also Figure 2-2):

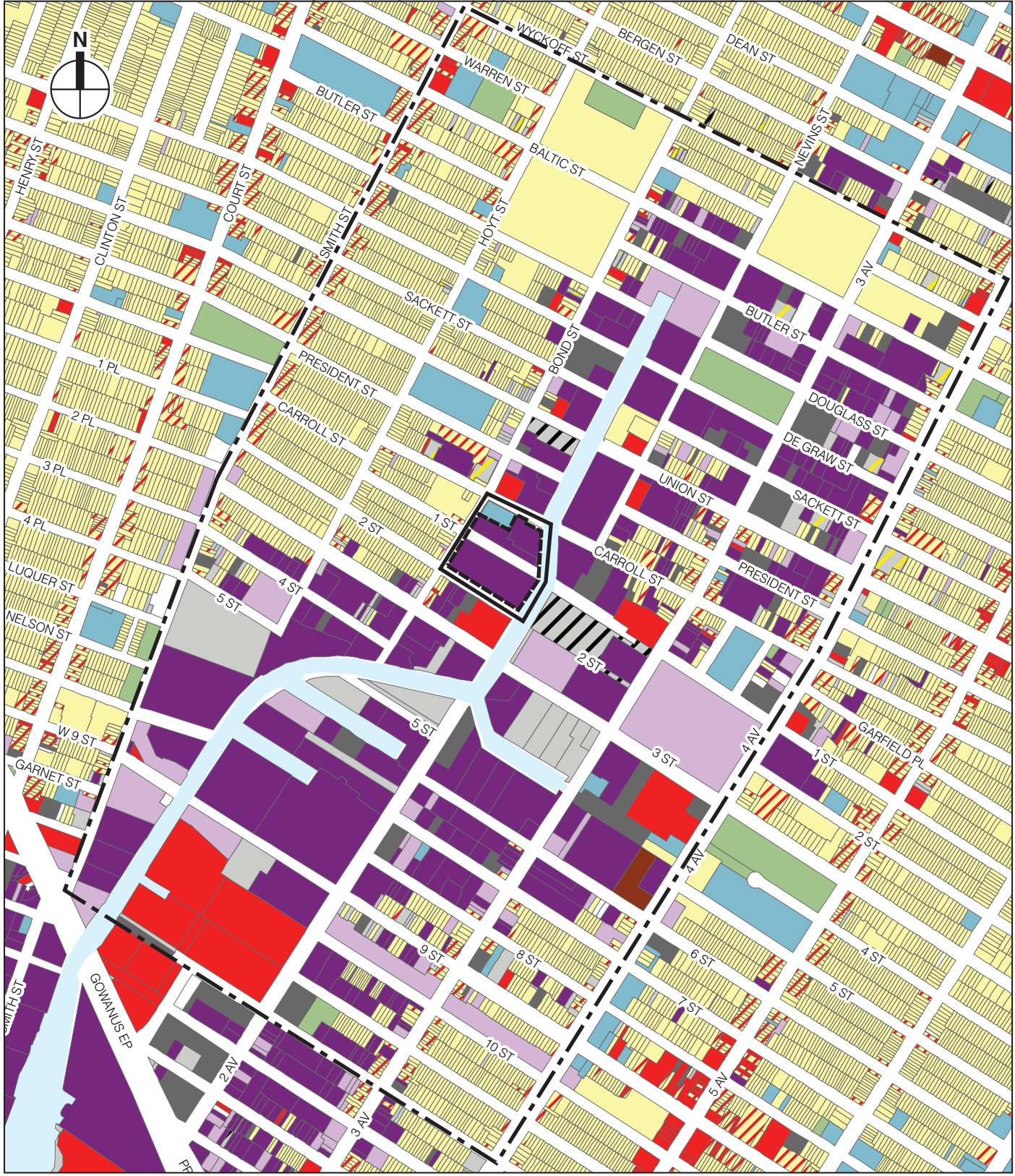
- *Subarea A: Carroll Gardens/Gowanus North/Boerum Hill:* This area is west of the canal and includes the project site. It is bound by Wyckoff Street to the north, the Gowanus Canal and Nevins Street to the east, 3rd Street to the south, and Smith Street to the west.
- *Subarea B: Gowanus North Mixed Use (East of Canal):* This area is east of the Gowanus Canal, bounded by Wyckoff Street to the north, 4th Avenue to the east, 3rd Street to the south, and the Gowanus Canal to the west.
- *Subarea C: Gowanus South Mixed Use (East of Canal):* This area is bounded by 3rd Street to the north, 4th Avenue to the east, 12th Street to the south, and 2nd Avenue to the west.
- *Subarea D: Gowanus South Industrial Area:* This area includes the canal's industrial and commercial waterfront, and is bounded by 3rd Street to the north, 2nd Avenue to the east, 12th Street to the south, and Smith Street to the east.

### C. AREA HISTORY

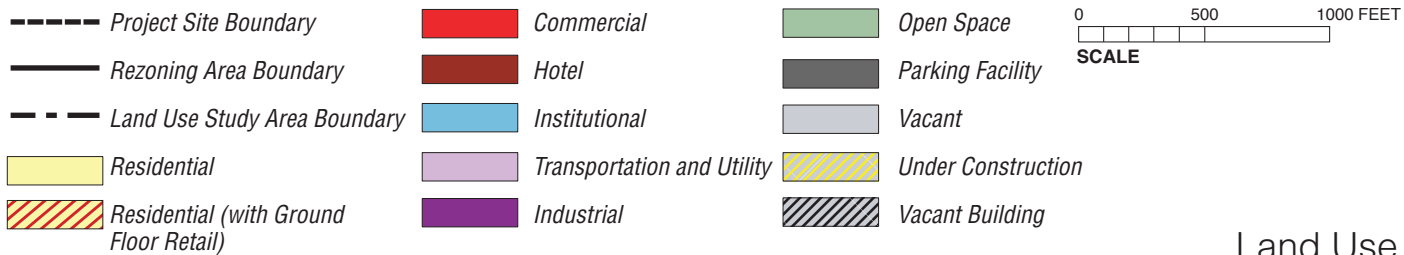
The area surrounding the project site was settled by the Dutch in the mid-1600s. At that time, the Gowanus waterway was an approximately ¾-mile-wide tidal saltwater creek that had numerous small tributaries and wound northeast into Brooklyn from the Lower New York Bay south of Red Hook. Early homesteaders settled the area in long narrow plots along the shoreline that took full advantage of the creek and its surrounding marshland. Tidal mills were in operation along the Gowanus Creek between the 17th and early 19th centuries, utilizing the natural flow of the creek's water to grind grain.

In the 1840s the Gowanus Creek was enlarged and channelized into the Gowanus Canal, which spurred industrial and residential development in the surrounding neighborhoods. Much of the rectilinear street grid in Gowanus, Red Hook, and Carroll Gardens was laid out roughly contemporaneously with the construction of the canal. By the 1880s the banks of the Gowanus Canal were developed with industrial and shipping uses, including coal yards, foundries, paint and ink factories, electroplating shops, and paper mills. The area became Brooklyn's industrial center. Residential and commercial uses were developed to the west of the project site around this time, in part to support the burgeoning industrial workforce. The Gowanus Canal's industrial uses transformed it into one of the City's most polluted waterways; this pollution was exacerbated because the canal was open on only one end and the tides alone were not able to sufficiently circulate its waters. In 1911, a flushing tunnel to Buttermilk Channel was constructed but proved inadequate, and the canal remained heavily polluted.

The rise of containerized shipping in the early 1960s diminished the viability of many of the industrial uses along the canal, particularly those along its narrower northern portion. The flushing tunnel also became inoperable around this time, leading to a further degradation in water quality. By the late 1970s an estimated 50 percent of the property around the canal was unused and derelict. In 1999, the flushing tunnel was reactivated, resulting in an improvement in the canal's water quality.

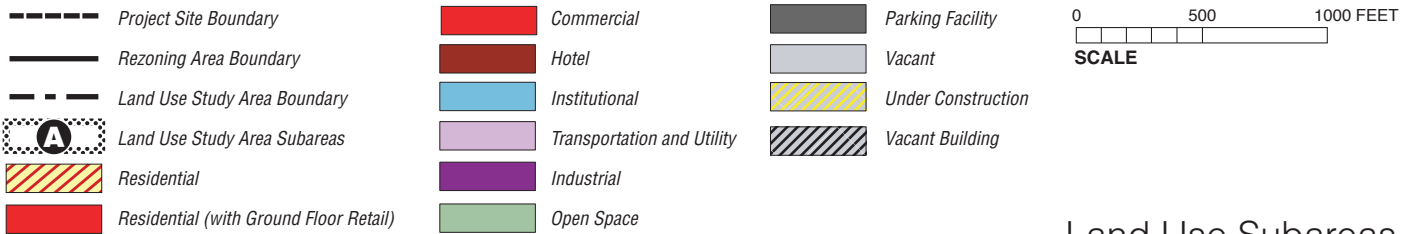
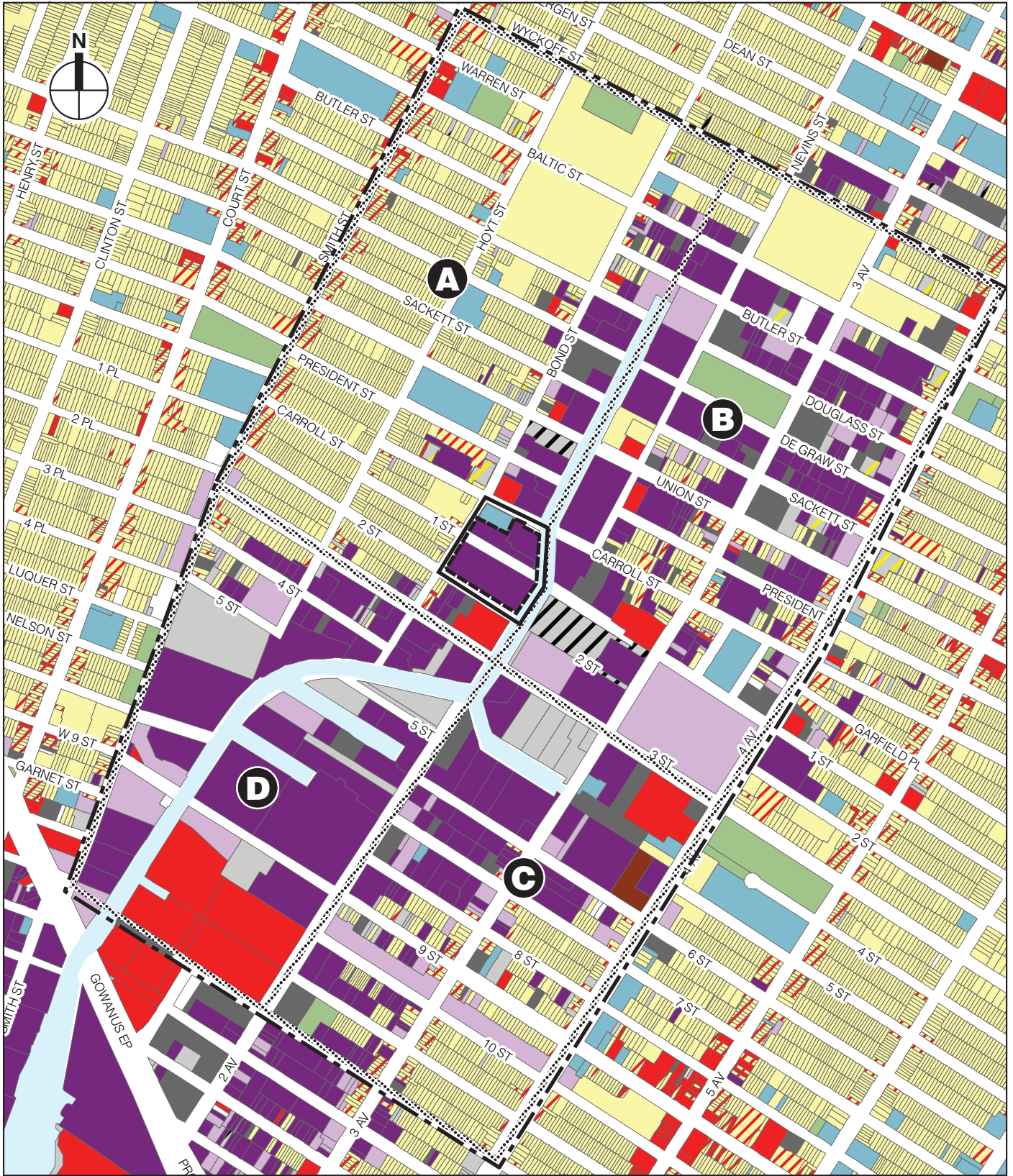


SOURCE: DCP and AKRF Field Survey, December 2007



**363-365 BOND STREET**

Land Use  
Figure 2-1



**363-365 BOND STREET**

Land Use Subareas  
Figure 2-2

Historically, the project site has been primarily occupied by active industrial uses along with a few residential uses. Currently, portions of the site are vacant and others occupied by warehouse uses; there are no residential uses. Historic maps of the area indicate that the project site was occupied in the 1880s by an oil works, along with some storage buildings and stables. In the first half of the 20th century the site was occupied by the Standard Oil Company, storage and stable uses, and residential uses. In 1950, the site contained a paper box manufacturer and warehouse, later replaced by an electrical and wire company and several storage warehouses and oil tanks. The site was occupied by warehouses from 1977 until 1986, when it housed a machine shop, warehouse, loft use, parking, and a vacant area. The site was most recently used by a fiber optic cable company, dry cleaning facility, and a fuel distribution company.

## **D. EXISTING CONDITIONS**

Existing land use patterns, zoning districts, and public policies are described below for the rezoning area, project site and study area.

### **LAND USE**

#### *PROPOSED REZONING AREA AND PROJECT SITE*

The project site occupies all of Block 458 (bounded by 1st Street, the Gowanus Canal, 2nd Street, and Bond Street) which contains a single lot (Lot 1), and Block 452 (bounded by Carroll Street, the Gowanus Canal, 1st Street, and Bond Street) Lots 1 and 15. In total, there are six buildings on the project site, the majority of which are one-story industrial buildings. Block 458 contains a low industrial building that occupies the block's entire frontage along Bond Street, and a vacant lot used for truck parking/storage adjacent to the canal. Block 452, Lot 1 contains a single one- and two-story light-industrial building. Block 452, Lot 15 contains small one and two-story buildings.

The rezoning area is made up of the project site plus the remaining two lots on Block 452 that are owned by the City. Lot 5, located at the corner of Bond and Carroll Streets, is currently occupied by an Emergency Medical Services facility. The other, Lot 19, is a narrow parcel along Carroll Street at the Gowanus Canal containing infrastructure to support the historic Carroll Street Bridge. This retractile bridge, which was constructed in 1889, spans the Gowanus Canal; its operator's house is immediately north of and adjacent to the project site.

#### *STUDY AREA*

As shown in Figure 2-1, the study area includes a mix of uses, but is primarily industrial and residential.

#### *Subarea A: Carroll Gardens/Boerum Hill/Gowanus North*

This subarea is primarily residential, with industrial, warehouse and vacant uses located along the western border of the Gowanus Canal. West of Bond Street, uses are almost entirely residential. Most residential buildings in this area are two- to three-story row houses of brick or frame construction, though a large, six-story building occupies much of the eastern portion of the block of Bond Street between First and Carroll Streets. Some ground floor commercial uses are present along Hoyt Street. Most buildings along Smith Street include neighborhood retail at the ground level, as Smith Street is the neighborhood retail corridor west of the canal. The Gowanus Houses, a complex of 14-buildings owned by the New York City Housing Authority

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(NYCHA) and ranging in height from 4 to 14 stories, is located in the north portion of the subarea. This complex occupies two superblocs (equivalent to four city blocks), bound by Wyckoff Street to the north, Bond Street to the east, Douglass Street to the south, and Hoyt Street to the west.

Institutional uses include P.S. 32, on Hoyt Street between President and Union Streets, St. Agnes Roman Catholic Church on Hoyt Street between Sackett and Degraw Streets, and the Cobble Hill School for American Studies on Baltic Street near Smith Street.

Light industrial, warehouse, and vacant uses are located east of Bond Street along the canal waterfront, and are primarily one- and two- story light-industrial buildings and vacant land used for the storage of vehicles. There is a commercial building at the corner of Carroll and Bond Streets; the tenants of this building are responsible for some of the vehicles stored on nearby lots. A demapped portion of President Street between Bond Street and the canal, one block north of the project site, is also used for vehicle storage. There is also the closed Bayside Oil Terminal, which is located along the canal waterfront between Sackett and Union Streets.

### *Subarea B: Gowanus North Mixed Use (East of Canal)*

This subarea to the east of the project site is primarily industrial, with a small concentration of residential use. Light industrial buildings dominate the east waterfront of the Gowanus Canal along with parking and vacant buildings. Most of the buildings are one to two stories in height. Many of the buildings are occupied by Verizon facilities and related parking; directly across the canal from the northern portion of the project site is a building contractor. Across from the southern portion of the project site is a large, four- to six-story vacant building. Other industrial uses include art studios—including woodworking and glass studios—kennels, printers, and an artistic reproduction company.

Residential buildings in this area are interspersed with light-industrial uses, particularly along Carroll Street, President Street, Union Street, and 3rd Avenue. A distinct pocket of residential use is present along the intersection of Carroll Street and 3rd Avenue, characterized by three- and four-story apartment buildings along 3rd Avenue, and smaller, two- to three- story buildings along Carroll Street. North of Baltic Street, the area is almost entirely residential, and includes the Wyckoff Gardens Houses, a complex of three 21-story buildings owned by NYCHA. Residential uses are also present along 4th Avenue, where the Gowanus North neighborhood meets Park Slope. Thomas Greene Playground, a public playground and outdoor public pool complex is located on the full block bounded by 3rd Avenue and DeGraw, Douglass, and Nevins Streets.

### *Subarea C: Gowanus South Mixed Use (East of Canal)*

This subarea contains primarily industrial uses housed in two- to three-story manufacturing buildings, with a distinct residential area in the southeastern corner. Industrial uses in this area are primarily related to the building industry, and include roofers, iron workers, woodworking businesses, electricians, and contractors. Other industrial uses include auto-repair and related uses, sign manufacturers, and a pen maker. Residential uses are more common east of Second Avenue, interspersed with light manufacturing uses. Residential use becomes the dominant use east of 3rd Avenue and south of 7th Street, particularly along 4th Avenue, which borders on Park Slope South. Residential uses are three-story houses or tenement style apartment buildings, and many residential buildings on 3rd and 4th Avenues contain ground-floor retail uses, such as delis and laundromats. Institutional and community facility uses in this area include a Muslim

center and a dialysis clinic. This area also includes a newly-constructed hotel—Hotel LeBleu—on 4th Avenue and 6th Street, and a commercial development with large retail uses on 4th Avenue and 3rd Street.

*Subarea D: Gowanus South Industrial Area*

Uses south of the project site in Subarea D include light-industrial buildings, a large commercial building and its accessory parking lot, and a number of one- and two-family residential buildings along Bond Street. South of Third Street and east of the Gowanus Canal, the industrial uses in the study area become heavier. These uses include a Con Edison facility, New York City Department of Transportation (NYCDOT) facility, construction companies, a concrete plant and a recycling business. Most of these heavy industrial uses are physically separated from the project site by distance (approximately 900 feet or more) and the Gowanus Canal, which swings to the west south of 3rd Street. Public Place, a large, mostly vacant, City-owned parcel, is located west of the canal in the southern portion of the study area. In addition to the industrial uses, there is also a large commercial center comprised of a Lowes and Pathmark and a large accessory parking lot, just east of the canal at 9th Street.

**ZONING**

*PROPOSED REZONING AREA AND PROJECT SITE*

As shown in Figures 2-3 and 2-4, the rezoning area and project site are currently zoned M2-1. M2 districts are medium-intensity manufacturing districts designed to accommodate uses that are more objectionable and hazardous than those permitted in M1 districts, but less so than those permitted in M3 districts (see Table 2-1). Performance standards in M2 districts are lower than in M1 districts. However, when an M2 district abuts a residential district its performance standards are raised; the rezoning area's M2-1 district abuts an R6 residential district. M2-1 districts permit manufacturing and commercial development to a maximum Floor Area Ratio (FAR) of 2.0; parking is required. No new residences or community facilities are permitted in M2 districts.







*STUDY AREA*

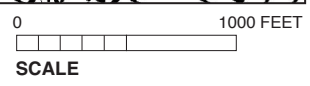
The study area includes a variety of zoning districts, although the majority falls within manufacturing districts. Residential districts are mapped in the northwest and northeast portions of the study area, and in the southeast corner. Within the study area, commercial overlays are generally mapped along busier roadway such as Smith Street, and 4th and 5th Avenues. In addition to the overlays, there is a commercial district mapped in the eastern portion of the study area.

*Subarea A: Carroll Gardens/Boerum Hill/Gowanus North*

The majority of this subarea is zoned R6, which allows medium-density residential development. The maximum FAR allowed ranges from .78 to 2.43 FAR, with a maximum FAR of up to 3.0 available under the Quality Housing Program. Blockfronts along Smith and Hoyt Streets are mapped with commercial overlay districts; the eastern blockfront of Smith Street between Wyckoff and Butler and the western blockfront of Hoyt Street between Wyckoff and Douglass Streets are mapped with a C1-3 (2.0 FAR) overlay. Between Butler and President Streets, Smith Street is mapped with a C2-3 (2.0 FAR) overlay. When these residential and commercial districts are mapped together, they allow for medium density residential development with commercial uses to meet local needs. The easternmost portion of the subarea, between Bond Street and the



-  Project Site Boundary
-  Land Use Study Area Boundary
-  C1-3 Overlay
-  C1-4 Overlay
-  C2-3 Overlay
-  C2-4 Overlay







- Project Site Boundary
- Land Use Study Area Boundary
- Land Use Study Area Subareas
- C1-3 Overlay
- C1-4 Overlay
- C2-3 Overlay
- C2-4 Overlay



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canal, is zoned M2-1 (2.0 FAR), which, as described above, allows for manufacturing and commercial development at a medium intensity. Because this M2-1 district abuts a residential district, performance standards are higher. Recently, the New York City Council approved the Carroll Gardens Narrow Street/Wide Street Zoning Text Amendment which classifies 2nd Street, Carroll Street, and President Street between Smith Street and Hoyt Street within the study area as “narrow streets” for zoning purposes, even though they are technically wide streets (mapped at 100 or 130 feet) in order. This classification would limit the size and arrangement of new construction to better match the current built environment.

**Table 2-1  
Zoning Districts located in Study Area**

Zoning District	Maximum FAR <sup>1,2</sup>	Uses/Zone Type
<b>Residential Districts</b>		
R6	R: 0.78 to 2.43; 2.2 to 3.0 <sup>3</sup> ; CF: 4.8	Medium-density residential district, can support rowhouse development or “tower-in-the-park” developments.
R6A	R: 3.0; CF: 3.0	Contextual residence district, allowing medium-density housing, low-rise buildings with greater lot coverage
R6B	R: 2.0; CF: 2.0	Contextual residence district, designed to preserve the scale of traditional row house districts.
R7B	R: 3.0; CF: 3.0	Contextual residence district, allowing medium density housing. Mandatory Quality Housing regulations and height restrictions typically produce six- to seven-story apartment buildings.
R8	R: 0.94 to 6.02; 6.02 to 7.02 <sup>3</sup> ; CF: 6.5	Higher-density residential district with optional Quality Housing bonus.
<u>R8A</u>	<u>R: 6.02 to 6.5; CF: 6.5</u>	<u>Higher-density residential district with optional Quality Housing bonus.</u>
R8B	R: 4.0; CF: 4.0	Higher-density contextual residence district. Usually present unified blocks of row house development similar to those in R6B districts, but a higher FAR allows for taller buildings. Quality Housing regulations are mandatory and encourage new apartment buildings to be built to fit in with older row house development.
<b>Commercial Districts</b>		
C1-3 <sup>4</sup>	C: 2.0 (in R6 to R10) follows bulk residential and community facility regulations of mapped residential district	Local shopping and services
C2-3 <sup>4</sup>		Local shopping and services; permits a wider range of uses, such as repair shops and funeral homes
C2-4 <sup>4</sup>		
C8-2	C: 2.0, CF: 4.8	Automotive and heavy commercial services which require large amounts of land.
<b>Manufacturing Districts</b>		
M1-1	C: 1.0; M: 1.0; CF: 2.4	Light manufacturing uses with strict performance standards, often mapped as buffers between residential and manufacturing areas.
M1-2	C: 2.0; M: 2.0; CF: 4.8	
M2-1	C: 2.0; M: 2.0	Medium intensity manufacturing uses with lower performance standards than M1 districts, often mapped in waterfront areas. Performance standards are higher in M2 districts adjacent to residential districts.
M3-1	M: 2.0; C: 2.0	Heavy manufacturing and most commercial uses, minimum manufacturing performance standards
<b>Notes:</b>		
1 Floor area ratio (FAR) is a measure of density establishing the amount of development allowed in proportion to the base lot area. For example, a lot of 10,000 square feet with a FAR of 1 has an allowable building area of 10,000 square feet. The same lot with an FAR of 10 has an allowable building area of 100,000 square feet.		
2 R-Residential; C-Commercial; CF-Community Facility; M-Manufacturing		
3 With an optional Quality Housing bonus, high lot coverage buildings can be developed with a higher maximum FAR		
4 Commercial overlay districts, are mapped with residential districts on highly traveled streets in the study area.		

*Subarea B: Gowanus North Mixed Use (East of Canal)*

The majority of this subarea is zoned for manufacturing, with a medium-density M2-1(2.0 FAR) zoning district mapped along the canal to Nevins Street and 3rd Avenue, and low-density M1-2 (2.0 FAR) zoning district mapped between those streets and 4th Avenue. The northernmost section of the subarea, between Baltic Street and Wyckoff Street, is zoned for residential uses. Medium-density R6 (.78 to 2.43 FAR), contextual, medium-density R7B (3.0 FAR), and contextual, higher density R8A (6.02 to 6.5 FAR) districts are mapped over these blocks. A C2-4 (2.0 FAR) commercial overlay is mapped along 4th Avenue between St. Marks Place and Douglass Street, allowing residential development with ground-floor commercial uses to serve local needs.

*Subarea C: Gowanus South Mixed Use (East of Canal)*

This area is mapped with a variety of zoning districts, including residential, manufacturing, and commercial. Between 2nd and 3rd Avenues, from 3rd to 12th Streets, the area is zoned M2-1 (2.0 FAR), allowing for medium-intensity industrial use. A C8-2 (2.0 to 4.8 FAR) district is mapped between 3rd and 4th Avenue from 3rd Street to 7th Street, allowing automotive and heavy commercial uses. The southeastern portion of the subarea is zoned for residential uses: a higher density R8A (6.02 to 6.5 FAR) zoning district along 4th Avenue, a medium-density R6B (2.0 FAR) district in the midblocks, and a contextual, medium-density R6A (3.0 FAR) district along the east side of 3rd Avenue. The avenues in this area are also mapped with a C2-3 (2.0 FAR) commercial overlay, allowing residential development with ground-floor retail uses.

*Subarea D: Gowanus South Industrial Area*

This subarea is almost entirely zoned for manufacturing uses. The largest portion, between the canal and 2nd Avenue, is zoned M2-1 (2.0 FAR), which allows medium-density manufacturing uses, as described above. Portions west of the canal to Smith Street are zoned M3-1 (2.0 FAR), which allows for heavy manufacturing uses with minimum performance standards. The northernmost portion of the subarea has a small block zoned M1-1 (1.0 FAR), which allows light manufacturing uses with high performance standards. The northwestern portion of the subarea is zoned R6, which, as discussed above, allows medium-density residential uses.

**PUBLIC POLICY**

A number of public policy initiatives are applicable to the rezoning area, project site, and study area.

*WATERFRONT REVITALIZATION PROGRAM*

Because of its proximity to the Gowanus Canal, the project site falls within New York City's Coastal Zone Boundary, and is thus subject to the policies of the City's *Waterfront Revitalization Program*, which is described in detail in Chapter 12, "Waterfront Revitalization Program."

*NEW YORK STATE EMPIRE ZONES*

Portions of the study area south of Carroll Street and east of the Gowanus Canal are in an Empire Zone (EZ). (The project site and rezoning area are not located in an EZ.) Empire Zones are designated areas throughout New York State that offer special incentives to encourage economic and community development, business investment, and job creation. Businesses

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locating and expanding in an EZ can be eligible for sales tax exemption, property tax credits, and business tax credits.

#### *NEW YORK CITY INDUSTRIAL BUSINESS ZONE*

Large parts of the study area fall within the Southwest Brooklyn Industrial Business Zone (IBZ) or an Industrial Ombudsman Area (IOA). The portion of the study area south of 3rd Street and east of the Gowanus Canal is within the Southwest Brooklyn IBZ. The rezoning area, project site, and portion of the study area east of Bond Street are located within the Southwest Brooklyn IOA (see Figure 2-5). An Industrial Business Zone is defined as a manufacturing area that reflects the commitment by the City to not implement zoning changes or variances that would allow a change from manufacturing use to residential use. The City is also committed to providing technical and financial assistance to industrial businesses within IBZs and making tax credits available to firms that relocate to IBZs. In contrast, an IOA is typically mapped over industrial or mixed-use neighborhoods adjacent to industrial zones. IOAs are designed to assist existing businesses within these mixed-use areas and are mapped where IBZ regulations may not be appropriate. In these areas, an ombudsman is provided to assist businesses. Unlike IBZs, tax credits are not available in the IOA.

#### *GOWANUS CANAL COMPREHENSIVE COMMUNITY PLAN*

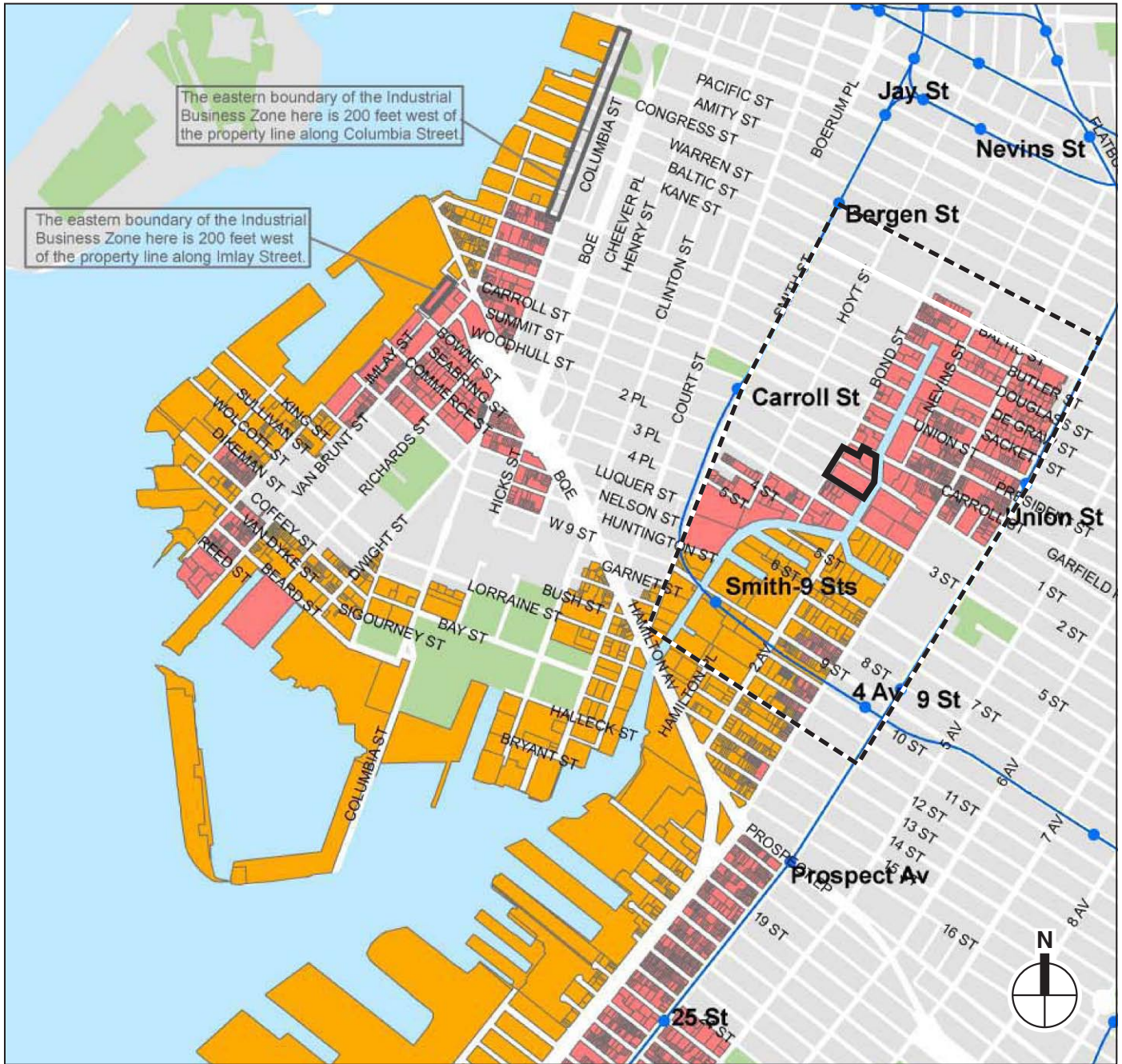
The Gowanus Canal Community Development Corporation (GCCDC), a local development corporation, issued the *Gowanus Canal Comprehensive Community Plan* (GCCCP) in December, 2006. Although not an official City policy document, this plan promotes industrial, commercial, retail, and residential development in the Gowanus Canal area. It calls for development that reinforces the mixed-use character of the neighborhood surrounding the northern part of the canal. Other recommendations include: increasing public spaces, converting the canal into a public amenity, contextual development, and adherence to Leadership in Energy and Environmental Design (LEED) principles for all new construction. The plan furthermore advocates the creation of a zoning special district in order to achieve these goals. The GCCCP was commissioned by the GCCDC with funds from an Economic Development Initiatives Special Project Grant secured from the U.S. Department of Housing and Urban Development. However, it has not been adopted by the New York City Council as a 197-a plan, and is not otherwise an official City policy.





#### *NEW HOUSING MARKETPLACE PLAN*

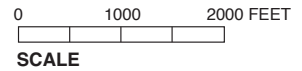
In 2004, the Mayor introduced the New Housing Marketplace Plan, a Citywide plan which commits to the New Housing Marketplace Plan which called for the construction or rehabilitation of 165,000 affordable housing units in the City by 2013. One component of the New Housing Marketplace Plan is the use of the Inclusionary Housing program where appropriate to promote affordable housing in conjunction with new developments.

#### *PlaNYC*

In 2007, the Mayor's Office of Long Term Planning and Sustainability released *PlaNYC: A Greener, Greater New York*. PlaNYC represents a comprehensive and integrated approach to planning for New York City's future. It includes policies to address three key challenges that the City faces over the next twenty years: (1) population growth; (2) aging infrastructure; and (3) global climate change. Elements of the plan are organized into six categories—land, water,



-  Project Site Boundary
-  Land Use Study Area Boundary
-  Industrial Business Zone
-  Ombudsman Area



transportation, energy, air quality, and climate change—with corresponding goals and initiatives for each category. The plan’s six elements are as follows:

- **Land:** PlaNYC’s land element sets specific goals and initiatives for housing, open space, and brownfields. The City projects that population will increase by approximately 1,000,000 residents by 2030, but the City’s land mass will remain fixed. PlaNYC 2030 strives to create more housing while, at the same time, increasing access to units for low- and moderate-income residents. It also aims to reclaim under-developed industrial land and to improve quality of life through improved access to open space.
- **Water:** New York City was founded for its superior access to water, but the City’s industrial history has resulted in contamination of waterbodies as well as restricted recreational access. New York maintains a high quality of drinking water, but the delivery infrastructure has aged. PlaNYC strives to improve water quality by opening 90 percent of the City’s waterways to public access, preserving natural areas, and reducing water pollution. The plan also intends to create critical back-up systems to ensure the long-term reliability of the City’s potable water systems.
- **Transportation:** To support the long-term growth of the City while reducing congestion, the plan calls for aggressive investment in transportation infrastructure and improved access to transit. PlaNYC calls for the goals to improve travel times by adding transit capacity for millions more residents and visitors and reach a full “state of good repair” on New York City’s roads, subways, and rails for the first time in history. PlaNYC calls for alternative funding sources to provide grants for state-of-good-repair projects and to alleviate the funding gaps for critical transit expansion projects.
- **Energy:** Energy prices and carbon emissions continue to increase resulting from an aging infrastructure, market conditions, and growth. PlaNYC will implement a two-pronged strategy to meet energy challenges. Firstly, to increase supply, the City will promote clean energy plants, the revamping of older inefficient plants, and creation of a market for renewable energy sources. Secondly, to reduce demand, the City will target large consumers to accelerate efficiency upgrades.
- **Air Quality:** PlaNYC will reduce automobile travel, improve the efficiency of power plants and buildings, and implement natural strategies such as planting 1 million trees. Cumulatively, these policies aim to improve the City’s air quality.
- **Climate Change:** PlaNYC’s strategies to improve the efficiency of our energy supply and demand, reduce congestion, improve transit access, and reduce emissions will together reduce greenhouse gases. In developing and implementing these strategies, the plan aims to reduce greenhouse gas emissions by 30 percent. The plan also recognizes the imminent effects of climate change and includes provisions to protect the City’s natural and built structures from catastrophic weather events.

Local Law 17 of 2008 established the New York City Office of Long-Term Planning and Sustainability and the requirement for this office to develop and coordinate the implementation of a comprehensive, long-term sustainability plan for the City. Local Law 17 of 2008 requires that sustainability plan to be updated by April 2011 and every four years after. PlaNYC is the City’s long-term sustainability plan until such time it is updated by the Office of Long-Term Planning and Sustainability.

PlaNYC's policy objectives cover a broad range of the environmental considerations examined throughout this EIS. Section F of this chapter analyzes the proposed project's consistency with the specific PlaNYC goals and initiatives that relate to land use and zoning.

## **E. THE FUTURE WITHOUT THE PROPOSED PROJECT**

### **LAND USE**

As described in Chapter 1, "Project Description," and in more detail below under "Zoning," on May 29th, 2008 DCP presented to the public a draft zoning proposal for the Gowanus Canal Corridor. As part of the rezoning, two new mixed-use waterfront districts would be created along portions of the canal. It is anticipated that the City's rezoning proposal would begin the Uniform Land Use Review Procedure (ULURP) in mid 2009, with a potential rezoning in place by late 2009. Although the City's rezoning may be in place by 2011, since it is anticipated that the projected and potential development sites under the City's rezoning would have a Build year after 2011, no changes in land use would be expected to occur at the project site or in the larger study area by 2011.

### *PROPOSED REZONING AREA AND PROJECT SITE*

Without the proposed project, no major changes to land use would be expected to occur on the project site by 2011. Land uses on the site would remain as one- and two-story light-industrial buildings and vacant land serving primarily as space for vehicle storage. The additional parcels in the rezoning area would be expected to remain as an Emergency Medical Services (EMS) facility and infrastructure associated with the Carroll Street Bridge.

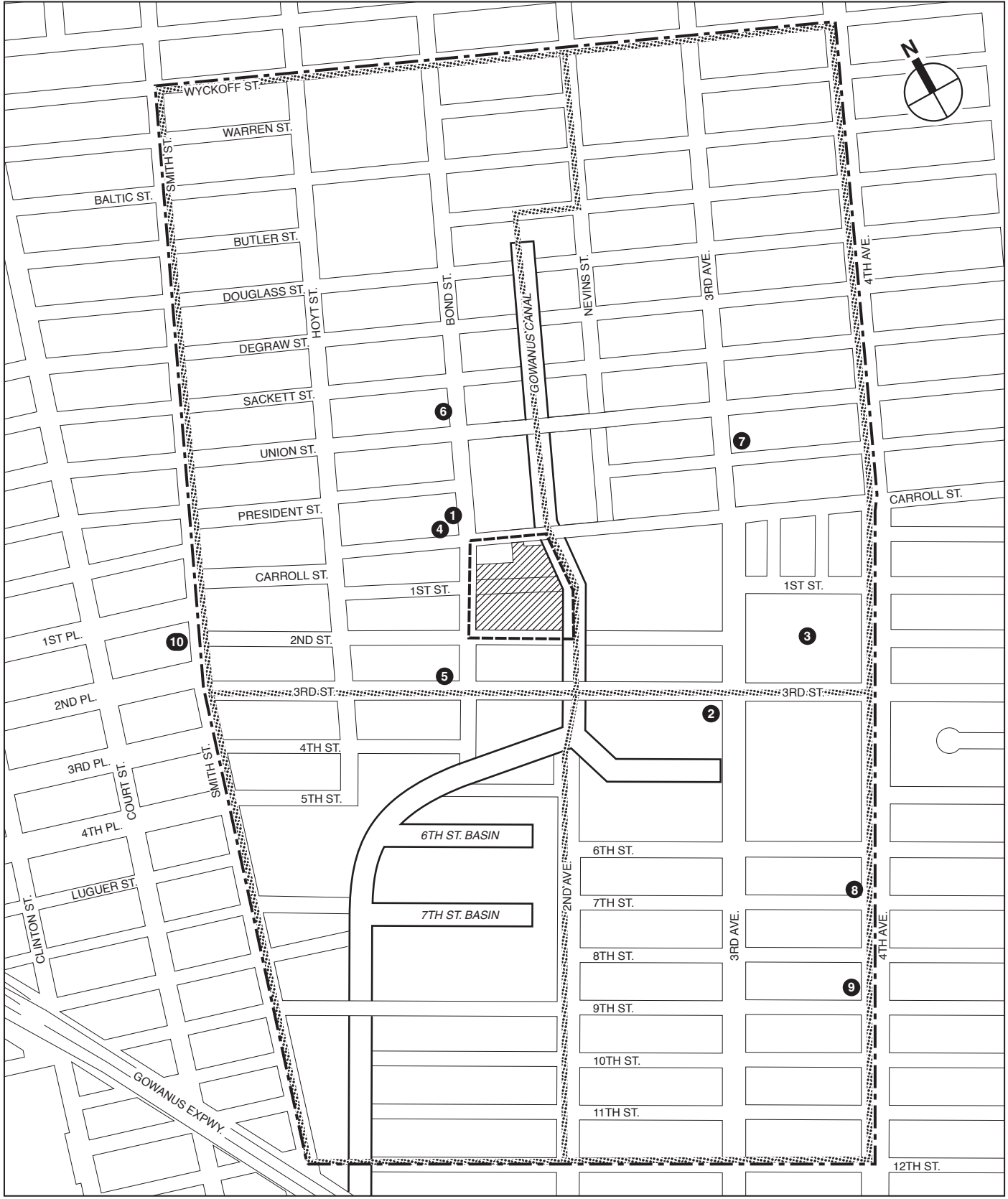
### *STUDY AREA*

In the future without the proposed project, it is expected that current trends towards development of a wider mix of uses in formerly industrial areas, which have been occurring throughout Brooklyn and New York City as a whole, will continue to affect the area around the northern portion of the Gowanus Canal. As shown in Table 2-2 and Figure 2-6, these trends are exemplified by three anticipated non-industrial projects in the portion of the study area east of Bond Street, which currently contains mostly industrial uses.

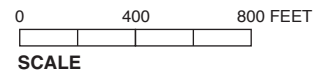
#### *Subarea A: Carroll Gardens/Boerum Hill/Gowanus North*

Several residential developments are planned or under construction in the portion of the study area west of Bond Street and north of 3rd Street, which currently contains mostly residential uses. All of these residential developments are situated along the west side of Bond Street, and some will replace formerly industrial or vacant parcels. They include an 11-unit building between Sackett and Union Streets, a 24-unit building between President and Carroll Streets, a 15-unit building at the corner of Bond and Carroll Streets, and a 45-unit development at the corner of Bond and 3rd Streets.

Just outside this sub-area, a new 46-unit residential building is planned for the corner of Smith Street and 2nd Place.



-  Project Site
-  Rezoning Area
-  Land Use Study Area Boundary
-  Land Use Study Area Subareas
-  No Build Project



**363-365 BOND STREET**

No Build Projects  
**Figure 2-6**



**Table 2-2**  
**Projects Under Construction or Proposed in the Study Area:**  
**2011 No Build List**

Map No.*	Name/Location	Use	Units/Square Footage
1	340–346 Bond Street (at Carroll Street)	Residential	24 dwelling units
2	Whole Foods Market/220 Third Street (at 3rd Avenue)	Commercial retail (supermarket)	52,000 sq. ft.
3	Con Edison/ block bounded by 1st and 3rd Streets, 3rd and 4th Avenues	Office	49, 552 sq. ft.
4	361 Carroll Street	Residential	15 dwelling units
5	103–113 3rd Street	Residential	45 dwelling units
6	306 Bond Street	Residential	11 dwelling units
7	265 3rd Avenue	Hotel	18,130 sf
8	410 4th Avenue	Residential	59 dwelling units
9	436 4th Avenue	Residential	Information unknown; construction activity observed no records available at DOB
10	360 Smith Street	Residential	46 dwelling units
<b>Note:</b> * See Figure 2-6.			
<b>Source:</b> AKRF, Inc., April 2008.			

*Subarea B: Gowanus North Mixed Use (East of Canal)*

Within this subarea, two developments are proposed for completion by 2011. At the intersection of 3rd Avenue and President Street, a new hotel is planned. Further east, Con Edison is developing a two-story office building on 4th Avenue between 1st and 3rd Streets. In addition, the New York City Department of Environmental Protection (DEP) has announced that it will upgrade the Gowanus Canal Pumping Station, which currently pumps water from the Buttermilk Channel into the canal. This upgrade would require the pumping station to be taken off-line for a number of years. However, because this project is not expected to be completed until 2013, it is not included in Table 2-2.

*Subarea C: Gowanus South Mixed Use (East of Canal)*

Within this subarea, in the southeast portion of the study area, a new building under construction at 401 4th Avenue, on 7th Street, that will contain 59 dwelling units, and another residential building is under construction at 436 4th Avenue. A Whole Foods Market (commercial retail) is also planned for a currently vacant parcel on Third Street between 3rd Avenue and the canal.

*Subarea D: Gowanus South Industrial Area*

A proposed project in this subarea would include redevelopment of the Public Place site at 5th Street along the west side of the canal. However, this proposal is still in the early stages of development and is not expected to be completed by the project build year of 2011. Therefore, it is not considered in this analysis or the other technical areas of the EIS.

## ZONING

### *GOWANUS CANAL CORRIDOR FRAMEWORK AND REZONING PROPOSAL<sup>1</sup>*

In 2007, the New York City Department of City Planning (DCP) initiated a study of the Gowanus Canal corridor for the purposes of creating a framework to guide future uses and potential re-development of the area. Goals identified for the framework include: encouraging a mix of uses where appropriate, considering neighborhood context and character, promoting affordable housing opportunities, maintaining areas for industrial and commercial use, providing public access to the waterfront and supporting environmental improvement.

DCP has since translated the parameters of the framework into a draft zoning proposal, which was presented to the public at a workshop on May 29, 2008. Under the draft proposal, the proposed rezoning would: allow for a mix of uses, including residential, in certain areas currently zoned for manufacturing; create public access to the waterfront at the canal's edge; encourage an active streetscape with ground-floor uses on certain streets; promote affordable housing through the City's Inclusionary Housing Program; establish limits for height and density; and provide for a variety of building heights and massing that transitions to the existing neighborhood context.

As part of the rezoning, two new mixed use waterfront districts would be created along portions of the canal. In these areas, a 40-foot-wide waterfront esplanade along the canal would be required. The MX Waterfront North area—bounded by Douglass Street to the north, the Gowanus Canal and Nevins Street to the east, Carroll Street to the south, and Bond Street to the west—would be a mixed use district with building height limits of 55 to 65 feet, and 85 feet after a setback. A maximum FAR of 2.5 would be allowed, which may be increased to 3.3 with an inclusionary housing bonus.

The proposed MX Waterfront South area would be roughly bounded by Carroll Street to the north, 3rd Avenue to the east, Third Street to the south, and Bond Street to the west, and would include the proposed rezoning area and project site analyzed in this environmental impact statement (EIS). This mixed use district would allow a maximum building height of 125 feet on limited portions of the site. Buildings over 85 feet high which face the canal would be limited to 110 feet in width. A maximum FAR of 2.7 would be permitted, which may be increased to 3.6 with an inclusionary housing bonus. In this area, certain larger sites may be required to provide waterfront access in addition to the 40-foot esplanade.

The area between Nevins Street and 4th Avenue would be rezoned to allow a mix of residential, commercial and manufacturing uses at varying contextual densities. A medium-density M1-4/R6B district (2.0 maximum FAR for all uses) would be mapped in certain areas, and a higher density M1-4/R7A (2.0 maximum FAR for manufacturing, 3.45 base FAR with a bonus to 4.6 FAR for developments using the Inclusionary Housing program) district mapped along 3rd Avenue and Union Street. The west side of Fourth Avenue would be rezoned R8A/C2-4 to match the east side of 4th Avenue. The proposed R8A/C2-4 zoning district would allow residential uses with ground-floor commercial uses at a maximum FAR of 7.2 with an inclusionary housing bonus, and a maximum FAR of 2.0 for commercial uses.

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<sup>1</sup> <http://www.nyc.gov/html/dcp/html/gowanus/index.shtml> (accessed June 2008).

The draft rezoning proposal will be refined with on-going community input and is expected to be put forth formally in a Draft Scope of Work for the purposes of preparing an EIS in early 2009. That Scope of Work will include a Reasonable Worst Case Development Scenario that will identify projected and potential sites that could be developed under the City's rezoning proposal. It is anticipated that the Uniform Land Use Review Procedure (ULURP) for this proposal would begin in 2009, with a potential rezoning in place by late 2009 or early 2010. Since it is anticipated that the projected and potential development sites under the City's rezoning proposal would have a Build year after 2011, this EIS does not include the City's proposal as part of the analysis of "Future Without the Proposed Project" conditions.

Absent the proposed project, and if the City's rezoning proposal is approved by 2011, the project site and rezoning area would be rezoned as described above. If the City's rezoning is not approved by 2011, the proposed rezoning area and project site would continue to be zoned as an M2-1 medium-intensity manufacturing district.

#### PLANYC

In the future without the proposed action, there would not be the beneficial aspects of the proposed project, including additional housing waterfront open space, environmental cleanup and reducing CSO volumes, that further the goals and objectives of PlaNYC.

#### WATERFRONT ZONING TEXT AMENDMENT

On December 15, 2008, DCP referred a proposed text amendment (N 090239 ZRY) to waterfront community boards, and all borough boards and borough presidents for review and comment<sup>1</sup>. The proposed text amendments would revise certain provisions related to mandated waterfront public access areas. The proposed amendments would update design regulations and administrative requirements for new privately owned waterfront public access areas with minor, related changes to bulk regulations. The new design guidelines would improve the design and facilitate construction and operation of high-quality public spaces on privately owned waterfront sites. The proposed text amendments would apply to new construction of required privately owned public waterfront access areas citywide. In addition, the definition of "waterfront area" would be clarified in the proposal to specifically include blocks bounding the Gowanus Canal north of Hamilton Avenue as shown on the City Map.

#### **PUBLIC POLICY**

No public policy changes are proposed that would be effective in 2011 for the rezoning area, project site, or study area.

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<sup>1</sup> <http://home.nyc.gov/html/dcp/html/waterfront/index.shtml> (accessed January 2009)

## F. PROBABLE IMPACTS OF THE PROPOSED PROJECT

### LAND USE

#### *PROPOSED REZONING AREA AND PROJECT SITE*

In the future with the proposed project, land uses on the project site would be changed as the site is developed from a vacant and underutilized warehousing uses to residential uses with supporting commercial and community facility spaces and publicly-accessible waterfront open space. Under the proposal actions, the use on the portion of the rezoning area outside of the project site, the City's EMS facility at the southeast corner of Bond and Carroll Streets, would remain under the proposed zoning and would not be impacted by the proposed project.

The proposed project would include predominantly residential buildings with supporting commercial and community facility space. It would provide a total of approximately 525,309 zoning square feet (zsf) (602,603 gross square feet, including the accessory parking area) with approximately 447 housing units, 2,000 square feet of community facility space (which is expected to be occupied by the Gowanus Dredgers for equipment storage and community education), 2,000 square feet of commercial space (intended to provide neighborhood commercial uses), and approximately 268 accessory parking spaces for project residents. In addition, the proposed project would provide approximately 30,821 square feet (about 0.7 acres) of publicly-accessible open space along the Gowanus Canal, accessory exercise space, and in accordance with the City's Quality Housing provisions, private courtyards for the buildings on each block will be provided.

The proposed project would consist of three building types on each block, with building elements ranging in height from 4 to 12 stories (up to approximately 125 feet in height). The tallest structures sited at the eastern end of the project site near the Gowanus Canal. The western end of the project site, along Bond Street, would have a lower six-story component (up to approximately 60 feet). The midblock portions of the buildings would consist of four-story (43-foot-high), townhouse-style housing. Overall, the project site (excluding streets) would be approximately 16 percent publicly-accessible waterfront open space (about 0.7 acres), 21 percent private open space (interior courtyards), 2 percent public access easements, and the remaining lot area would be occupied by the proposed buildings (approximately 10 percent of the project site area occupied by 4-story townhouse-style buildings, 31 percent by 5-6 story elements, 11 percent by 7-8 story elements and 9 percent by 11-12 story elements). The proposed commercial space would be located along the south side of 1st Street. The proposed community facility space would be located along the north side of 2nd Street. Principal access to the residential units would be from 1st Street and from the corner of Bond and 1st Streets for both buildings, with the exception of five townhouse units with entrances on 2nd Street. Vehicular access to the proposed accessory parking garages would be from 1st Street for both buildings.

The proposed publicly-accessible open space along the waterfront would provide views along the canal and to the historic Carroll Street Bridge, and would be landscaped and equipped with benches and other amenities for the purpose of providing passive open space. Public access to this space would be provided from the street ends of Carroll, First, and 2nd Streets.

The uses introduced by the proposed project would be considerably different from the warehousing and vacant land uses that currently occupy the project site (which would also continue to exist absent the proposed project). However, the new uses would be consistent with

Citywide trends towards mixed-use development in formerly industrial areas, particularly along older industrial waterfront, and would be compatible with the existing residential uses immediately to the west across Bond Street. The two City-owned lots outside of the project site, but within the rezoning area, serve essential municipal functions, and these uses would not change under the proposed project. Therefore, the proposed project would not result in any adverse land use impacts on existing municipal facilities (i.e., no facilities would be displaced).

### *STUDY AREA*

The proposed actions are not expected to have any indirect adverse land use impacts on the study area. As described in greater detail below, the proposed project is consistent with existing uses and trends in the study area and would not conflict with existing active waterfront industrial/commercial uses to the south.

#### *Subarea A: Carroll Gardens/Boerum Hill/Gowanus North*

The project site is located adjacent to the Carroll Gardens and Boerum Hill neighborhoods which, much like the proposed project, are primarily residential communities with supporting commercial and community facility uses contained in buildings of varying heights and densities. The proposed project would be consistent with this land use and development pattern as well as ongoing trends towards the development of residential uses along the City's waterfront. The low-rise portions of the proposed project would be oriented toward the western portion of the project site, in order to provide a context consistent with the existing four-story row houses and six-story apartment buildings located along Bond Street. As mentioned above, although the area between Bond Street and the canal is zoned M2-1, which typically allows medium intensity industrial uses, it abuts a residential district, so performance standards are higher and the majority of land use activities are warehousing, trucking, distribution, or vacant, and would therefore not be incompatible with new residential uses. Existing industrial uses adjacent to the project site include light manufacturing and vehicle storage uses. This FEIS contains an analysis of all environmental issues relative to siting residential uses at this location (e.g., air quality, noise) and did not identify any adverse environmental impacts or conflicts between light manufacturing/warehouse uses in the area and the proposed project. In addition, these types of less intensive industrial uses typically serve as buffers between residential uses and heavier manufacturing uses, which are present in the southern portion of the study area (Subarea D, see the discussion below).

#### *Subarea B: Gowanus North Mixed Use (East of Canal)*

This northeastern portion of the study area contains a mix of industrial and residential uses. Closest to the canal, industrial uses dominate. Although the development proposed at the project site would be different from what currently exists, it would be consistent with development trends in the study area, and is physically separated by the canal from this subarea. For these reasons, the proposed project would not conflict with or adversely impact land uses in this subarea.

#### *Subarea C: Gowanus South Mixed Use (East of Canal)*

This subarea also contains a mix of industrial and residential uses, becoming more residential to the east of 3rd Avenue. Closest to the canal, west of 3rd Avenue, the uses are primarily manufacturing. The proposed project would be in keeping with this land pattern as well as the projected development trends in the subarea, and, as in Subarea B, is not likely to impact these land uses. In addition, the manufacturing areas between the canal and 3rd Avenue are located in

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the South Brooklyn IBZ, which, as discussed above, actively promotes the continuation of existing manufacturing uses. (See also the discussion under “Public Policy” below.)

### *Subarea D: Gowanus South Industrial Area*

This subarea contains predominantly light- to heavy-industrial uses, with some commercial uses and more scattered residential uses. It is largely separated from the project site by several blocks of light-industrial uses and the Gowanus Canal which substantially buffers the transition from residential uses to the heavier manufacturing uses. Existing manufacturing uses in this area are also protected by the South Brooklyn IBZ, which covers a large portion of the subarea. (See also the discussion under “Public Policy” below.)

### *Conclusion*

Overall, the proposed project would not conflict with the land uses in the study area and would be consistent with the neighborhood’s mixed-use character. It would be compatible with existing trends of residential and mixed-use development in formerly industrial areas along the waterfront, and would not result in any significant adverse impacts to land use in the study area.

## **ZONING**

The proposed project requires several discretionary actions related to zoning from the New York City Planning Commission (CPC), as follows:

In order for the proposed project to be developed, New York City Planning Commission (CPC) approval of the following discretionary actions is required:

- Zoning text amendment to:
  - Sections 123-63 and 123-90 to establish a Special Mixed-Use (MX) District in Gowanus;
  - Sections 23-144, 23-922, and 23-942 to apply the Inclusionary Housing Program to specified R7-2 districts;
  - Section 23-942 to apply standard height and setback regulations of MX districts to developments utilizing the Inclusionary Housing Program in certain non-contextual MX districts;
- Amendment to the zoning map changing from an M2-1 district to an M1-4/R7-2 Special Mixed-Use District;
- Special permit pursuant to Section 74-743 to modify bulk regulations for height and setback (Section 123-662), inner court recesses (Section 23-852), and yards (Sections 23-45 and 123-651) in a general large-scale development.

As stated above, the proposed project would establish a Special Mixed Use District on the rezoning area (see also Figure 2-4). It would also authorize grant of an Inclusionary Housing bonus pursuant to Section 23-90 ZR in an R7-2 district within the new Special Mixed-Use District-10 for projects that provide 20 percent of the floor area as rental units affordable to low-income households. Consistent with this zoning requirement, the proposed project would provide approximately 447 residential units, of which up to 130, or approximately 29 percent of the units, would be affordable to households of low income.

The proposed Special Mixed-Use District: M1-4/R7-2 (MX) would be consistent with zoning in the surrounding area. It would permit the development of residential uses on the project site, but

would not preclude the types of light-industrial uses that currently exist in the area and along the northern portion of the Gowanus Canal. The residential uses permitted would be at a density comparable to the existing residential area west of Bond Street. In addition, the proposed rezoning would allow the uses on the two City-owned parcels within the rezoning area (but outside of the project site) to remain as conforming uses in the proposed Special Mixed-Use District. The text amendments and special permits requested would pertain only to the rezoning area and the proposed project, and would have no effect on zoning in the surrounding area. For these reasons, it is concluded that the proposed project would not result in any significant adverse impacts or conflict with the City's zoning for the study area or individual subareas.

The proposed actions would also be consistent with the City's proposal for the Gowanus Canal Rezoning Area and the goals outlined by DCP for the larger Gowanus Canal Corridor Framework. The proposed project would be consistent with the land uses and building heights that would be allowed under the proposal for the Gowanus Canal Rezoning Area and would provide the mandated canal-front access. The building heights and density of the proposed project would be within the proposed limits, with building heights ranging from 4-stories to up to 12 stories (with low-rise elements fronting Bond Street). The proposed project would provide approximately 447 residential units (up to 130 of which would be on-site low-income affordable housing), would enable the remediation of the site to environmental standards for residential use, provide approximately 0.7 acres of publicly-accessible waterfront open space along the canal, and create approximately 2,000 sf of community facility space.

As described above, DCP has proposed text amendments that would revise certain provisions related to waterfront public access. The proposed project would generally be consistent with the provisions of the City's proposed text amendments. In addition, as described in the proposed text amendments (Article IV, Chapter 2, Section 62-2):

"Developments for which an application for authorization or special permit other than authorizations or special permits pursuant to this Chapter was filled prior to (date of referral) may be continued pursuant to the terms of such authorization or special permit, and, to the extent not modified under the terms of such authorization or special permit, in accordance with the regulations of this Resolution in effect at the time such authorization or special permit was granted."

Therefore, the proposed project would be grandfathered under the proposed text.

## **PUBLIC POLICY**

As described above, a number of public policy initiatives apply to the rezoning area, project site, and study area. Provided below is an analysis of the proposed project with respect to its consistency with those policies.

### *WATERFRONT REVITALIZATION PROGRAM*

As described in detail in Chapter 12, "Waterfront Revitalization Program," the proposed project would be consistent with the policies of New York City's *Waterfront Revitalization Program*.

### *NEW YORK STATE EMPIRE ZONE*

Portions of the study area south of Carroll Street and east of the Gowanus Canal are located in an Empire Zone. However, the rezoning area and project site are located outside of the EZ boundaries, and would not affect the policies of this EZ. Therefore, these policies do not apply to

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the project site and the proposed project could not conflict with their objectives to encourage economic and community development for these areas of the Gowanus.

### *NEW YORK CITY INDUSTRIAL BUSINESS ZONE*

The rezoning area and project site are located within the Ombudsman Area of the Southwest Brooklyn IBZ. Unlike their associated IBZs, Ombudsman Areas do not include commitments by the City against the rezoning of industrial areas to other uses nor are the Ombudsmen Areas dedicated to be preservation of manufacturing uses. Although the proposed project would change the zoning in the rezoning area to permit residential development, the proposed Special Mixed-Use District would continue to permit light-manufacturing uses, such as those currently on the project site. Moreover, the Southwest Brooklyn IBZ covers a large portion of Southwest Brooklyn and residential uses already exist throughout. The proposed project would be consistent with the goals of the Ombudsman Area, which encourages a wider mix of uses than those in the associated IBZ. The proposed project would also not affect the IBZ in the southeast corner of the study area. For these reasons, it is concluded that the proposed project would not conflict with the City's goals to retain industrial businesses along the canal.

### *GOWANUS CANAL COMPREHENSIVE COMMUNITY PLAN (GCCCP)*

Although the GCCCP put forth by the Gowanus Canal Community Development Corporation is not an official City policy, the proposed project would nonetheless be consistent with many of its goals. The GCCCP calls for a mix of uses along the waterfront of the northern part of the canal; the proposed project would be consistent with this mix. The plan also calls for an increase in public spaces in the vicinity of the project site and the conversion of the canal into a public amenity. By creating 0.7 acres of publicly-accessible open space along the canal, the proposed project would advance these goals.

### *NEW HOUSING MARKETPLACE PLAN*

The proposed project would create approximately 130 units of new affordable housing on the project site; therefore the proposed project would support the goals of this plan.

### *PlaNYC*

As described earlier, PlaNYC is the City's long-term sustainability plan. The proposed project embodies many of the planning goals and objectives established in PlaNYC and overall would be consistent with PlaNYC. As described above, elements of PlaNYC are organized into six categories—land, water, transportation, energy, air quality and climate change—with corresponding goals and initiatives for each category. Many of the PlaNYC goals and objectives relating to City-wide programs and adaptive re-use or enhancements to existing buildings and systems are not directly applicable to private development projects, such as the proposed project.

### *Land*

Overall, the proposed project is consistent with the PlaNYC goals with respect to land. Many of the recommendations, goals, and initiatives of PlaNYC are at the core of the proposed project, including locating development near public transit, providing new housing to meet the needs of current and future residents, providing affordable housing, improving and capitalizing on transit access, providing improved open spaces, and reclaiming underutilized waterfront property for productive reuse.



Housing

The proposed project would be consistent with the goals of PlaNYC with regards to housing. The proposed project would result in the creation of both market-rate and affordable housing units on the project site. The proposed project is also consistent with the initiative associated with housing that seeks to direct growth to areas with transit infrastructure. The proposed project would rezone two blocks to permit mixed-use development, near existing transit infrastructure and multiple transportation options. The area is served by multiple subway lines, including the F and G along Smith Street, and the M and R subway lines along 4th Avenue at Union Street. The area is also served by the B75 and B77 buses.

The proposed project would seek to connect the residential communities of Park Slope and Carroll Gardens. Therefore, the proposed project would further the initiative to develop underused areas to knit neighborhoods together. Redevelopment of the project site from underutilized warehouses and vacant space to a mix of active uses would revitalize the project site and create land uses that would be consistent with and support development in the surrounding areas. In addition, the new open space to be provided would allow access to the waterfront. Therefore, the proposed project would be consistent with this initiative.

As noted, the project site is currently underutilized waterfront land located on the Gowanus Canal. The proposed project would directly fulfill the objectives set forth in PlaNYC that seeks to redevelop the Gowanus waterfront with a mixed-use development that preserves the character of the community.

The proposed project will avail itself of financing programs, which may include tax-exempt bond financing and 421-a tax exemption. Thus, the proposed project would further the objective of using creative financing strategies to seek to make housing affordable to new income brackets.

PlaNYC suggests that programs should encourage homeownership and emphasizes the provision of affordable apartments over single-family homes. The proposed project includes up to 130 affordable apartments at the project site. Although it is currently proposed that these units would be managed as rental apartments, they would provide needed dwelling units to families with annual incomes up to 80 percent of area median income (HUD income limits). Approximately 317 units would be available for ownership. Therefore, the proposed project would be consistent with this initiative.

Open Space

PlaNYC includes three open space goals. These goals are primarily directed at city-sponsored initiatives to make more open space available to the public and increase utilization of existing resources through refurbishment and improvement. The proposed project would be consistent with PlaNYC's open space goal of re-imagining the public realm. The proposed project would create an approximately 0.7-acre publicly-accessible passive open space along the Gowanus Canal waterfront. This open space would feature a walkway along the Gowanus Canal with trees, plantings, and seating areas, as well as a dog run and other features. The walkway would provide connections with the historic Carroll Street Bridge at the northern end. At the southern end, the proposed project would incorporate and improve the Greenstreet at the end of 2nd Street, and as part of that design would incorporate the existing access point to the water.

Brownfields

The Brownfield elements of the PlaNYC set forth broad policy objectives to improve the overall administration and utilization of existing brownfield programs and are not site specific. The proposed project would directly fulfill the substantive objectives described in PlaNYC by facilitating the remediation of underutilized industrial property and converting it to productive use.

Water

Part of the PlaNYC water initiative is to reduce CSO discharges. Although the initiatives under water quality are primarily government oriented, as described in Chapter 13, "Infrastructure," consistent with the foregoing initiative the proposed project would reduce CSO discharges.

Energy, Air Quality, and Climate Change<sup>1</sup>

The Energy, Air Quality, and Climate Change initiatives set forth broad governmental policies to provide cleaner, more reliable power; achieve the cleanest air quality of any big U.S. city; and reduce global warming emissions by 30 percent, respectively.

While many of the PlaNYC energy, air quality, and climate change initiatives do not apply to the proposed project, the proposed project would use natural gas for HVAC systems. This use of natural gas is a clean energy that minimizes air emissions that contribute to global warming. As such, the project is consistent with these initiatives as applicable. \*

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<sup>1</sup> PlaNYC's energy Initiative 9 provides in part that the City will require through the building code that new developments larger than 350,000 square feet across the city complete an analysis on the technical and economic feasibility of installing Combined Heat and Power (CHP). The building code has not yet been amended to include such provisions. At this time, the lead agency has requested that analyses of the feasibility of CHP be prepared as part of the environmental review process only for large scale projects of several million square feet.