

# Draft Zoning Proposal:

## Special Gowanus Mixed-Use District

### Purpose:

The Special Gowanus Mixed-Use District would create 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.

### Use Regulations:

- Ground floor use requirements
- Expand permitted mix of uses, like non-profits and community facilities
- More flexibility for location of uses in buildings

### Floor Area Regulations:



Ensure desirable mix of uses area wide

Special floor area (FAR) and use regulations would ensure a desirable mix of residential, commercial, light-industrial, arts-related and production uses that support the vision of a mixed-use neighborhood (see more details on use incentives within descriptions for each proposed district).



Schools and community resources

As noted in the Framework, SCA has identified needs for the construction of new school seats in District 15, including in the subdistrict that contains Gowanus. Special FAR regulations to promote schools and other community resources would be applied to support planning for a growing neighborhood.

### Transit Improvements



Under the proposed GSD, owners of lots adjacent to the Union Street R Station would be required to coordinate with the MTA prior to development to determine if an easement or sidewalk widening within the lot would be needed for station improvements. Any floor area utilized by the MTA for station circulation improvements would be exempted from FAR calculations and any development required to provide an easement for an improvement would be allowed to rise an additional story (ten feet).

### Streetwall Location and Envelopes:



Promote variety of uses and building forms



Sidewalk widenings (Nevins Street and 3rd Avenue)

Require a five-foot sidewalk setback along portions of Nevins Street and 3rd Avenue. Special rules would allow for a mixing of uses by accommodating higher floor to ceiling heights and flexible rear yards that commercial and industrial buildings require.

### Parking and Loading Modifications:



Modify accessory residential parking requirements



Modify non-residential loading requirement



Allow 4th Avenue buildings to convert parking to active commercial uses

Reduce the underlying accessory residential parking requirements to 20% of market rate units and non-residential loading requirements would be eliminated for small businesses. The Special District would allow for more flexible shared parking options and for limited public parking garages to be as-of-right. Additionally, existing ground-floor parking could be replaced by active ground-floor uses to further improve the streetscape and safety along 4th Avenue.



In key locations, the Special District would require active or non-residential uses, minimum levels of transparency and limiting curb cuts, where appropriate. 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 and support the overall integration and mixing of uses throughout the neighborhood.