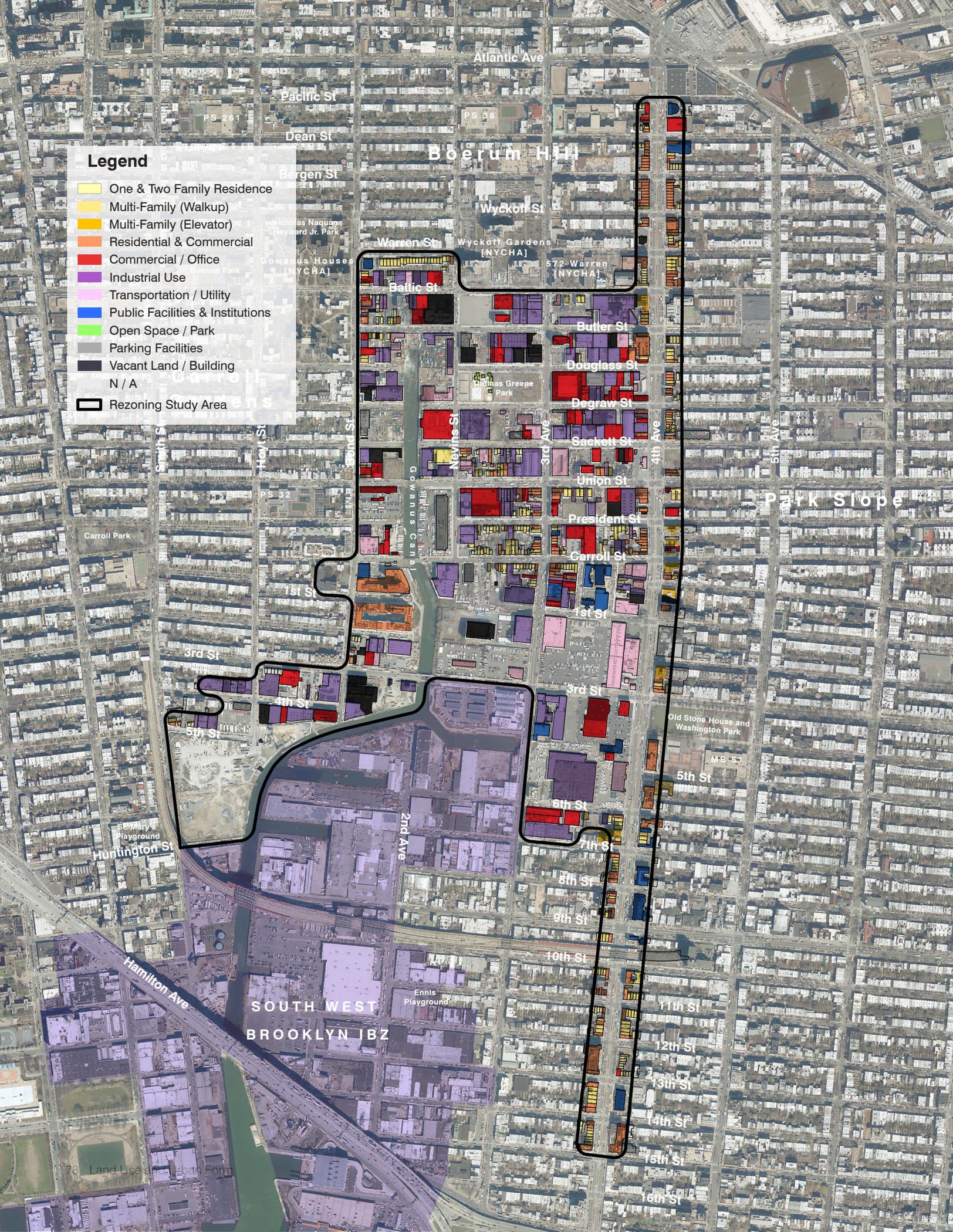


Legend

- One & Two Family Residence
- Multi-Family (Walkup)
- Multi-Family (Elevator)
- Residential & Commercial
- Commercial / Office
- Industrial Use
- Transportation / Utility
- Public Facilities & Institutions
- Open Space / Park
- Parking Facilities
- Vacant Land / Building
- N / A
- Rezoning Study Area



Land Use and Urban Form

The land use framework identifies three types of areas with distinct approaches and land use recommendations: Industrial and Commercial, Enhanced Mixed-Use and the Canal Corridor. These three areas respond to characteristics – including current and past land use patterns, market trends, site contamination, and block and lot size and orientation – that contribute to the overall objective of a dynamic, mixed-use neighborhood. Together they balance denser, transformative growth in strategic areas with contextually sensitive growth, preservation and places to reinforce and encourage a mix of job-generating uses. Overall, the land use framework seeks to balance the shared priorities, goals and objectives voiced by the community and develop a vision to shape the neighborhood’s future. Planning considerations and observations heard from the community helped shape the land use framework:

- A comprehensive vision for future growth is a key component, in coordination with multiple agencies and jurisdictions that are working toward the overall clean-up effort
- Catalyzing redevelopment is critical to the overall clean-up of the Canal and surrounding brownfields
- Balancing transformative growth at a scale that enforces a sense of place and responds to surrounding context can allow for a true mix of uses throughout the neighborhood and provide opportunities for existing and future residents to enjoy and benefit together
- Mandatory Inclusionary Housing (MIH) should be applied where there is a substantial increase in housing capacity, including on previously rezoned portion of 4th Avenue where redevelopment occurs today without any affordable housing requirements
- Defining where new residential uses would remain prohibited and rethinking certain regulations can help businesses remain, expand and flourish
- Situated between thriving residential neighborhoods – adjacent to Downtown Brooklyn and bifurcated by the Canal – Gowanus offers unique opportunities and mutual benefits from new growth, but also presents challenges
- Becoming a model green neighborhood means creating a livable, safe and productive neighborhood for generations to come

Current Patterns and Trends

The Canal, a prominent feature that bisects the neighborhood, has significantly influenced land use patterns within the surrounding area. A landscape feature dating back to 1639 whose real estate transaction is one of the earliest on record in New York City, the contemporary Gowanus Canal has been the subject of extensive and successive human intervention throughout its history. Municipal records indicate that in 1765 the waterbody was still a natural tidal creek known as the Gowanus Creek; by 1840 dams, landfills, straightening and bulkheading had significantly altered both physical and ecological characteristics of the creek leading to the establishment of the canal proper by 1869. Designed to support many of the industrial uses in the immediately surrounding area with water access to shipping lanes found near Red Hook in the East River, the Canal remains a significant landscape feature. However, the practical utilization of the Canal as a transportation and industrial waterway has waned over the years, and all but disappeared north of 9th Street, as local business transportation has been refocused toward roadway conduits and local land uses along the Canal have changed.

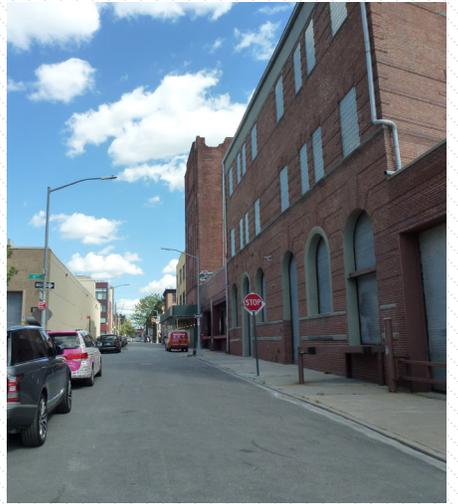
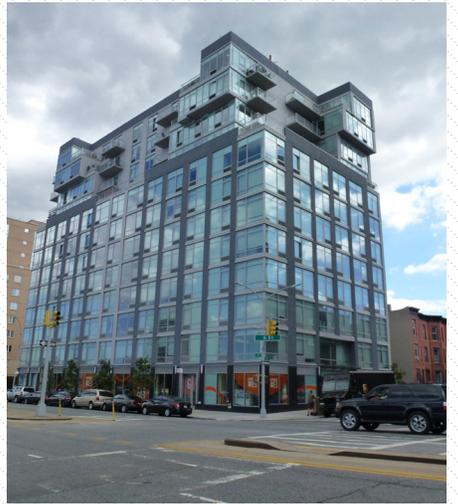
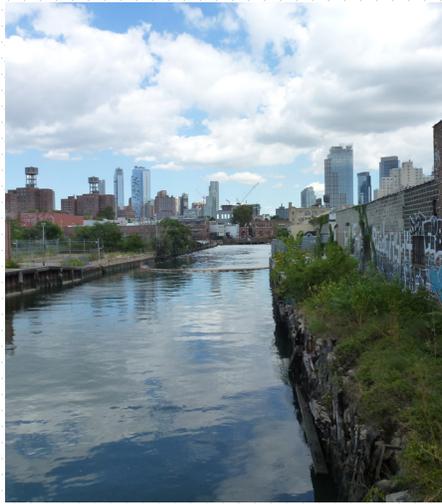
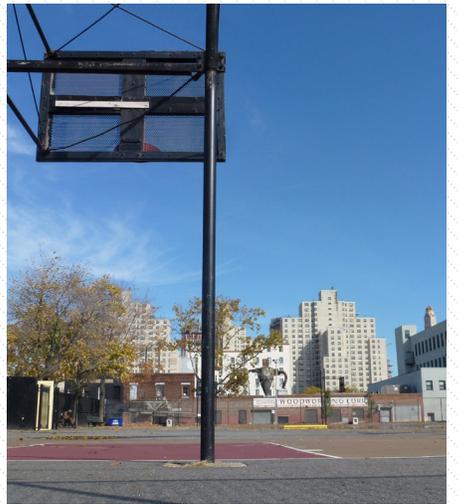
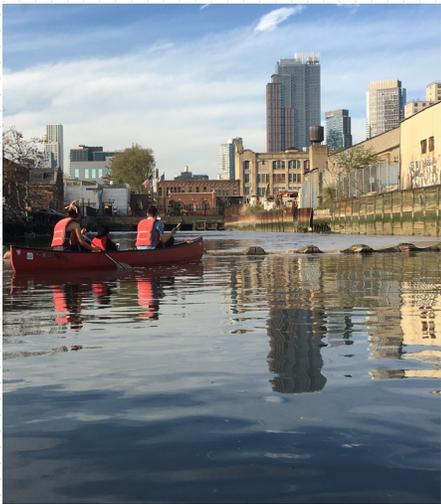
Today, Gowanus is characterized by a mix of building forms and uses, including lower scale industrial buildings, vacant or underdeveloped lots used for open storage or surface parking, and larger loft-style buildings, many of which have been adaptively reused for commercial uses. The area contains a diverse range of uses, including industrial, commercial, community facility and residential uses. On the east side of the Canal near Carroll Street, there is a concentration of residential uses, which were built before current zoning and are thus allowed as non-conforming uses.

Many portions of the area are occupied primarily by low-rise industrial buildings or vacant parcels and that are zoned for low-density industrial use. While the area was once occupied by a range of intensive, often polluting industrial activities, today large parcels in the area have been reused for truck and other open storage uses, and many warehouses have converted to offices, restaurants, fitness and entertainment-based establishments or been redeveloped as hotels or self-storage facilities.

Many lots and buildings formerly used by larger floor plate, heavier industrial businesses have seen these businesses relocate, and are currently being used as open storage for trucks or other materials. Some loft-style buildings—once ideal for manufacturing—are being repurposed and reused by small-scale, artisanal manufacturers and artists, businesses with shared office space operations and technology, media and design companies. The operations of new business are not easily classified and often blend multiple types of commercial and light industrial uses. With the exception of hotels and self-storage facilities, and two new apartment buildings (on previously rezoned sites), there have been few new ground-up redevelopments.

Although heavier industrial and/or light-manufacturing uses are found in portions of Gowanus, they are few and over the past decades have typically relocated to other areas in the city or region. What heavier industrial uses remain are predominantly located south of 3rd Street within and around the Gowanus portion of the Southwest Brooklyn IBZ. Generally, industrial uses north of 3rd Street and outside the IBZ are less heavy and noxious and include distribution and warehousing, construction, and waste-recycling/carting supportive uses.

Increasingly, commercial activities (restaurants and food stores, recreation, entertainment) that serve the adjoining residential communities as well as a broader customer base are scattered throughout much of the area, with the greatest concentration 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.



Industrial and Commercial

Strengthen existing clusters of light industrial and commercial activity and promote new, job-generating uses, including industrial, arts and cultural uses.

- Maintain prohibition on new residential use.
- Increase allowable density to promote the growth of industrial, arts-oriented, commercial and other non-residential uses.
- Create new building envelope that encourages loft-style buildings that respond to the neighborhood scale.
- Right-size parking requirements.

Enhanced Mixed-Use

Encourage and reinforce a vibrant, live-work neighborhood by balancing preserving neighborhood scale and encouraging growth that promotes a mix of uses and allows for improvements to the public realm and local services while affirming the qualities that make the neighborhood distinct.

- Encourage contextually sensitive development that is responsive to existing land uses and lot and building types.
- Support the “Gowanus mix” of uses through allowances, incentives and requirements for active frontages and non-residential uses identified by the community as priorities, such as supermarkets, community facilities, light industry, and arts uses.
- Make MIH program applicable within the area, including on the previously rezoned portion of 4th Avenue, requiring permanently affordable housing to be included in new developments.
- Zone for higher densities at appropriate locations to facilitate brownfield remediation, activate streets with uses that serve the public and provide more affordable housing.

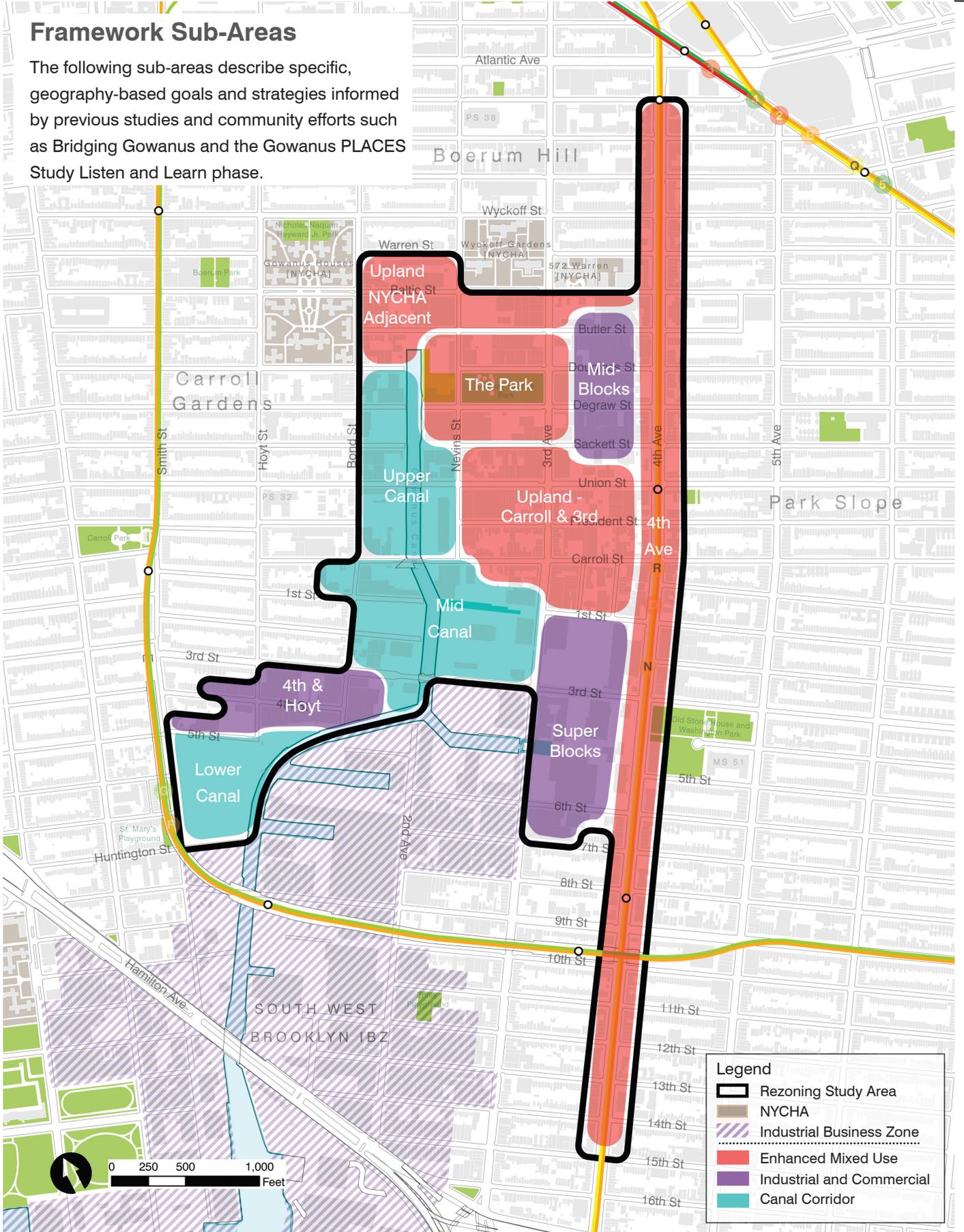
Canal Corridor

Promote the creation of a vibrant, accessible, resilient and diverse waterfront esplanade that celebrates the unique nature of the Canal and is flanked by a mix of uses that includes new permanently affordable housing as well as commercial, artist and maker space.

- Establish a Waterfront Access Plan (WAP) to ensure new waterfront development creates welcoming access to the Canal and respond to its distinct character.
- Encourage variation and diversity along the Canal in future programming, open spaces, site planning and design.
- Adapt and prepare for climate change and sea level rise through both strategic infrastructure improvements and implementation of standards for a resilient shoreline and flood-resilient buildings.
- Make MIH program applicable within the area, requiring permanently affordable housing in new developments, while requiring non-residential uses at strategic locations to encourage active, vibrant streets and public space along the Canal.

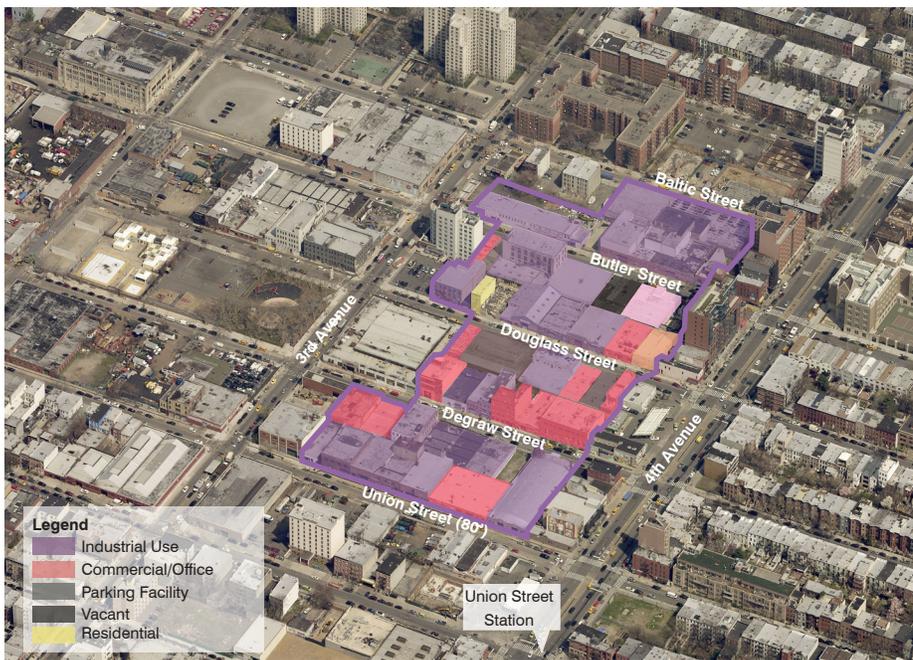
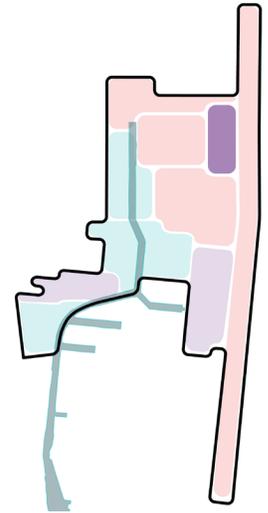
Framework Sub-Areas

The following sub-areas describe specific, geography-based goals and strategies informed by previous studies and community efforts such as Bridging Gowanus and the Gowanus PLACES Study Listen and Learn phase.



Industrial and Commercial Midblocks

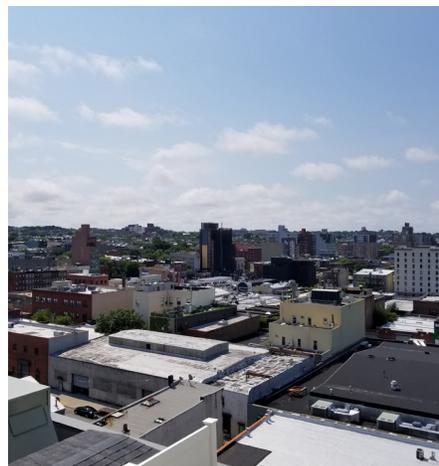
Reinforce the existing vibrant, mixed commercial and industrial character and strengthen the area as an active hub of economic activity and job opportunity.



Aerial view showing current land uses



Degraw Street looking west



Aerial view of sub-area

This area is a hub of economic activity and jobs spurred in the past decade by many of the older warehouse buildings being reused for a wide array of commercial and light industrial uses. Restaurants and event spaces mingle with building supply and storage spaces, offices and hotels, and small scale artisan or arts-oriented businesses. This ecosystem has been supported by a number of factors including the malleable spaces of former warehouse buildings, location between two major corridors and adjacency to thriving residential populations near mass transit.

Key Goals

- Reinforce an active hub of businesses and employment, maintaining the existing non-residential character of the area.
- Support growth and expansion of industrial, commercial and community facility uses at an appropriate scale.
- Promote opportunities for people to work in the vicinity of their residences, and accessible to transit.
- Support the continuation and growth of industrial uses that can operate safely and compatibly with neighboring uses.

Key Strategies

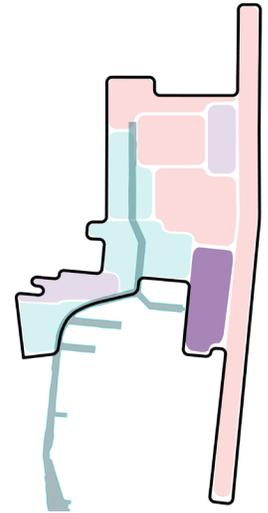
- Maintain prohibition on new residential uses.
- Increase allowable density for industrial, commercial and arts-oriented uses.
- Broaden the range of permitted community facility uses to include appropriate uses such as non-profits, which are currently restricted under zoning.
- Create height, setback and other building envelope regulations for developments or enlargements that are compatible with the neighborhood character.
- Alleviate unnecessarily high parking requirements for new construction and enlargements.
- Modify loading requirements to reflect business needs and reduce conflicts between trucks, pedestrians and other street users.
- Promote and incentivize job-generating uses and restrict as-of-right hotels in accordance with the citywide proposal for a hotel special permit in manufacturing districts.



Future view along Degraw Street looking east showing new commercial development

Industrial and Commercial Superblocks

Support growth of existing businesses while encouraging better streetscapes, active uses where appropriate and connections to and transition between neighborhoods and the IBZ.



The Old American Can Factory Building – 3rd Avenue



UHAUL, 6th Street, Source: Cyclomedia



Aerial view showing key built form characteristics

Consisting of commercial and industrial uses, including the neighborhood institution Old American Can Factory, the Superblocks are large blocks with irregular lots that have supported destination retail, self-storage facilities and auto related uses. Recent new construction has included two hotels and a commercial building with a gym and retail stores. The existing built context is uninviting to pedestrians and acts as a barrier to connections along 4th Avenue and 3rd Street to new and emerging neighborhood resources and amenities. The block north of 3rd Street is occupied by Con Edison and functions as a trucking and utility service facility.

“U-Haul and superblocks could use a street wall on 3rd Street as well as planting on the sidewalk to improve the pedestrian experience”

Comment from Public Realm Working Group member

– Spring 2017

Key Goals

- Reinforce an active hub of businesses and employment.
- Improve streetscape conditions and connections to the street grid and 4th Street Turning Basin as properties redevelop in the long-term.
- Support growth and expansion of industrial, commercial and community facility uses, while allowing residential uses in appropriate locations.
- Promote opportunities for people to work in the vicinity of their residences.
- Ensure industrial uses can operate safely and compatibly with neighboring uses.

Key Strategies

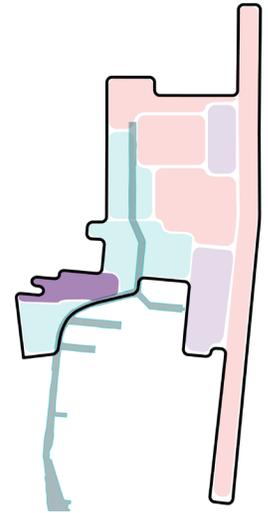
- Support expansions and developments, like the Old American Can Factory, with a mix of uses, including light-industrial, commercial, arts-related and, where appropriate, residential uses.
- Increase allowable density for industrial, commercial and arts-oriented uses.
- Consider permitting higher density mixed-use with affordable housing along 4th Avenue and along 3rd Street.
- Broaden the range of permitted community facility uses to include appropriate uses such as non-profits, which are currently restricted under zoning.
- Create height, setback and other building envelope regulations for developments or enlargements that are compatible with the neighborhood character.
- Alleviate unnecessarily high parking requirements for new construction and enlargements.
- Modify loading requirements to reflect business needs and reduce conflicts between trucks, pedestrians and other street users.
- Consider permitting new housing on parts of 7th Street with a predominant residential block character.



Intersection of 3rd Street and 3rd Avenue

Industrial and Commercial 4th Street and Hoyt Street

Reinforce the existing vibrant, mixed commercial and industrial character and strengthen the area as an active hub of economic and job opportunity.



Looking from the Canal at existing buildings on Bond Street



Aerial view showing current land uses

A mix of low-scale warehouses and multi-story, loft-style buildings contain a variety of commercial and light-industrial uses. Recently, former loft buildings have been reused and converted to space for artist studios, co-working, technology, media and design firms, and other newly emerging business sectors – a trend that has led to property reinvestment and spurred employment growth. Most lots in the area are smaller and built with full lot coverage buildings with active businesses. At 3rd Street and 4th Street, the area abuts the residential neighborhood of Carroll Gardens, which consists primarily of three- to five-story rowhouses.

Key Goals

- Reinforce an active hub of businesses and employment.
- Support growth and expansion of industrial, commercial and community facility uses.
- Promote opportunities for people to work in the vicinity of their residences.
- Ensure industrial uses can operate safely and compatibly with neighboring uses.
- Maintain existing non-residential character at an appropriate building scale.
- Support adaptive reuse of larger loft-style buildings at Bond and 4th streets.
- Promote connections to future waterfront public access areas and promote a continuous esplanade along the western side of the Canal.

Key Strategies

- Maintain prohibition on new residential uses.
- Increase allowable density for industrial, commercial and arts-oriented uses.
- Broaden the range of permitted community facility uses to include appropriate uses such as nonprofits, which are currently restricted under zoning.
- Create height, setback and other building envelope regulations for developments or enlargements that are compatible with the neighborhood character.
- Alleviate unnecessarily high parking requirements for new construction and enlargements.
- Modify loading requirements to reflect business needs and reduce conflicts between trucks, pedestrians and other street users.
- Promote and incentivize job-generating uses and restrict as-of-right hotels in accordance with the citywide proposal for a hotel special permit in manufacturing districts.
- Bring residential uses along Smith Street into conformance with zoning.

“Consider how to support the adaptive reuse of older buildings”

Comment from Public Realm Working Group member

– Spring 2017

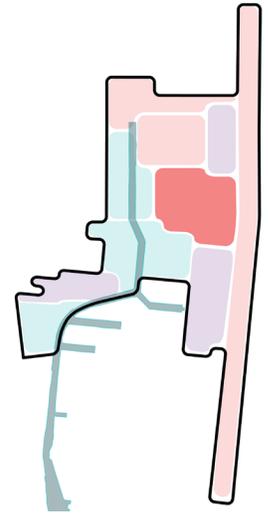


Reuse of loft building on 3rd and Bond streets

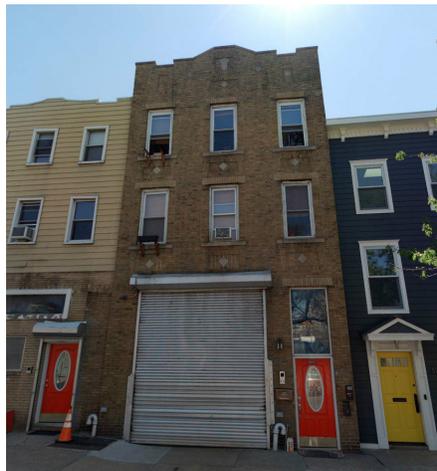
Enhanced Mixed-Use

Upland - Carroll Street and 3rd Avenue

Reinforce distinctive character through contextually sensitive growth with public realm improvements and neighborhood services, while promoting permanently affordable housing and protecting existing tenants.



Existing residential use on Union Street



Existing residential use on Sackett Street



Aerial view showing current land uses

Legal, non-conforming residential walk-up buildings of two to five stories are interspersed with industrial buildings, many of which have been reused for residential, light industrial uses such as warehouses, artist/maker space or commercial uses like retail and entertainment. A number of older residences with basements are within the flood plain, which extends east from the Canal. Our Lady Of Peace occupies a full block across from another neighborhood institution, 505 Carroll Street, which is undergoing an expansion of its light industrial and artist space.

Key Goals

- Preserve existing mix of uses and general scale.
- Support affordable housing and job growth generation.
- Bring residential uses into conformance with zoning and support resilient upgrades to homes in the floodplain.
- Support growth and expansion of industrial, commercial and community facility uses.

Key Strategies

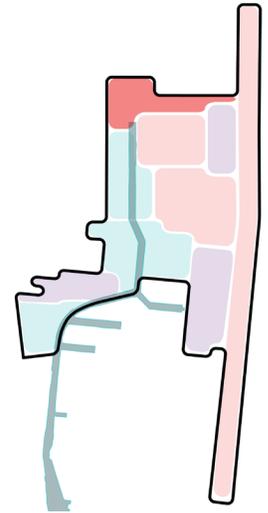
- Bring existing residences into conformance with zoning while reinforcing the mixed-use residential and light industrial/commercial context.
- Allow for contextual enlargements and support individual live-work projects as practicable.
- Leverage larger development sites to provide, at an appropriate scale, affordable housing and job-generating uses.
- Make MIH program applicable within the area, requiring permanently affordable housing to be included in new developments.
- Alleviate unnecessarily high parking requirements for new construction and enlargements.



Existing residential use along Carroll

Enhanced Mixed-Use Upland - NYCHA Adjacent

Revitalize and support the area adjacent to NYCHA communities through growth that encourages neighborhood retail and services, and improves connections for residents to existing and planned public realm improvements and job opportunities.



View looking north from Butler Street and 3rd Avenue

Legal, non-conforming residential apartment and walk-up buildings are interspersed with one-story commercial and light-industrial buildings. Uses include distribution/warehouses, bicycle and auto repair shops, and commercial uses, such as hotel and recreational uses. Baltic Street is a key corridor and is one of five west-to-east connections near or over the Canal. Despite its importance, Baltic Street lacks an inviting pedestrian streetscape and supportive uses for the three NYCHA communities it connects.



Aerial view showing current land uses

Key Goals

- Support affordable housing generation and existing businesses to remain and grow with the community.
- Encourage local services and retail with a focus on NYCHA needs.
- Improve streetscape conditions and connections between NYCHA communities, and existing and future open spaces and job opportunities.
- Maintain scale and mix in key locations.
- Support adaptive reuse of larger-loft style industrial buildings.

Key Strategies

- Bring existing residences into conformance with zoning.
- Reinforce the mixed-use residential and light industrial/commercial context.
- Allow new residential development along Baltic Street, where it is prohibited today.
- Make MIH program applicable within the area, requiring permanently affordable housing to be included in new developments.
- Promote and incentivize non-residential uses identified by the community as priorities, such as supermarkets, community facilities, light industry and arts uses.
- Alleviate unnecessarily high parking requirements for new construction and enlargements.

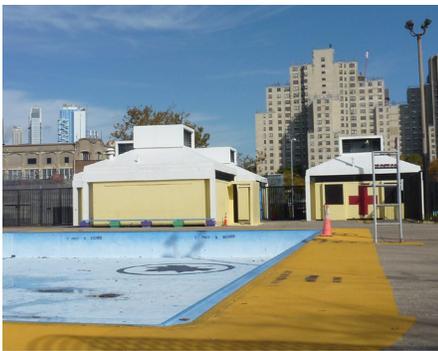
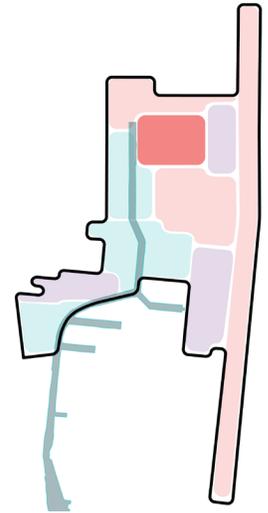


Baltic Street, Source:

Enhanced Mixed-Use

The Park

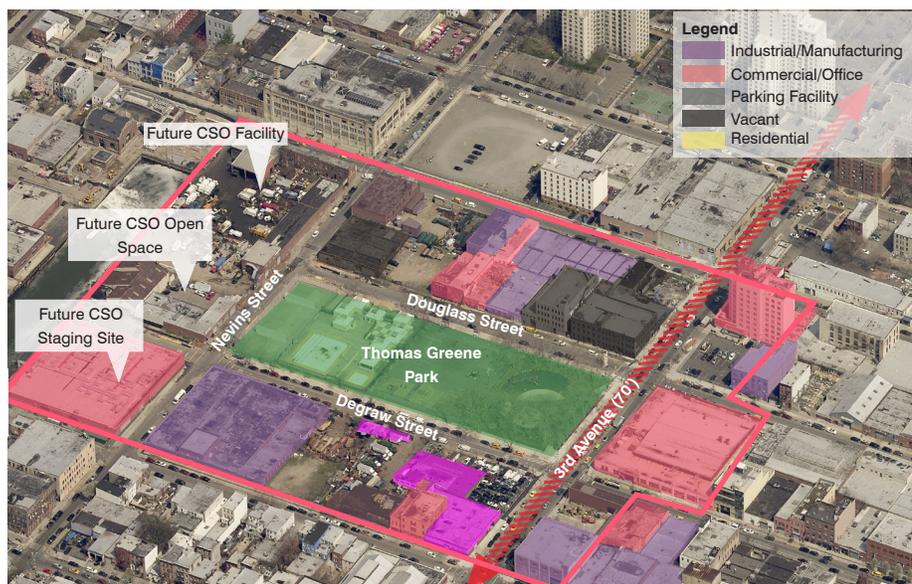
Re-envision a new fabric around a remediated and reconstructed Thomas Greene Playground area, while supporting it as an oasis to a diverse and inclusive population by spurring the clean-up of heavily contaminated sites adjacent to NYCHA communities. Encourage the development of mixed-use projects that include new, permanently affordable housing as well as commercial, artist and maker space, connecting to planned major public realm improvements like the DEP Gowanus CSO facilities.



Thomas Greene Playground Public Pool



Looking west on Douglass Street



Aerial view showing current land uses

Vacant or underutilized land is interspersed with high lot coverage, former industrial buildings that have been reused for truck repair and storage, commercial retail and office, small-scale artisanal manufacturing and arts-related uses. Recent new construction has consisted of one hotel. Parcels within this sub-area are some of the most heavily polluted in the neighborhood due to past industrial activities and soil composition, coupled with a high water table that has allowed substances to migrate underground from tanks and spills to nearby properties. Redevelopment plays a critical role in cleaning up these properties, which would otherwise, in most cases, remain as-is and contaminated. At the center of this sub-area, Thomas Greene Playground is a unique neighborhood resource that provides relief to nearby residents and businesses as an oasis in the heart of the former industrial landscape.

Key Goals

- Support a remediated, reconstructed Thomas Greene Playground integrated with surrounding streets through active non-residential edges and connections to new open space, future Canal esplanade and the NYCHA communities.
- Catalyze clean-up efforts around the Canal and upland brownfield sites.
- Leverage redevelopment to provide significant affordable housing and brownfield remediation.
- Leverage redevelopment to provide community oriented uses such as commercial/retail, arts and maker space.
- Encourage local services and retail with focus on the needs of NYCHA residents.
- Enhance 3rd Avenue streetscape, while balancing needs of trucks and through traffic.

Key Strategies

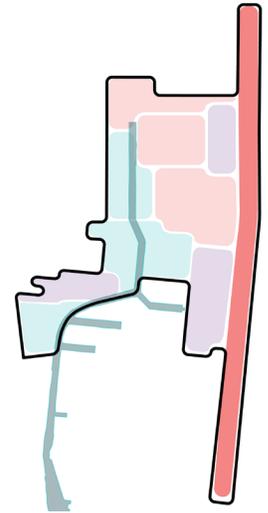
- Allow higher density mixed-use around Thomas Greene Playground and 3rd Avenue.
- Allow existing uses to remain and enlarge.
- Require active ground floors along 3rd Avenue and Thomas Greene Playground.
- Promote and incentivize non-residential uses identified by the community as priorities, such as supermarkets, community facilities, light industry and arts.
- Maintain existing zoning to promote reuse of certain loft buildings.
- Make MIH program applicable within the area, requiring permanently affordable housing to be included in new developments.
- Adapt key streets with measures for pedestrian and driver safety and efficient freight and delivery for area businesses.
- Explore reductions in residential parking requirements, as appropriate.



Vision sketch looking west along Degraw Street from 3rd Avenue

Enhanced Mixed-Use Fourth Avenue Corridor

Enhance and continue to revitalize this major borough thoroughfare through public realm and street improvements and requirements for permanently affordable housing on all new developments – including on previously rezoned portions.



4th Avenue and Second Street, Source: Cyclomedia



Subway entrance on the corner of Union Street



New mixed-use development on the corner of 6th Street

At 120 feet wide, 4th Avenue is the largest corridor running through the neighborhood and one of the main thoroughfares in Brooklyn. The below-ground R/N/D subway lines run under 4th Avenue and include local stops at Union Street and 4th Avenue/9th Street. Uses along the 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.

Key Goals

- Create new opportunities for significant affordable housing where residential is currently prohibited.
- Leverage redevelopment to provide significant affordable housing on previously rezoned portions of 4th Avenue.
- Encourage broader range of compatible uses, including potential for multiple-floors of commercial uses.
- Improve streetscape and safety.

Key Strategies

- Allow higher density mixed-use development on key opportunity sites.
- Make MIH program applicable within the area, including on the previously rezoned portion of 4th Avenue, requiring permanently affordable housing to be included in new developments.
- Allow for multiple-floors of commercial/non-residential space.
- Require active ground floor uses.
- Explore reductions in residential parking requirements, as appropriate, including strategies to activate ground floors currently used for parking.

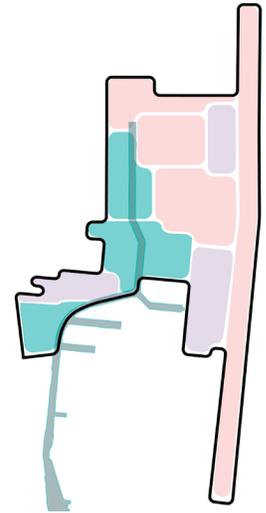


Vision sketch looking north on 4th Avenue at 2nd Street

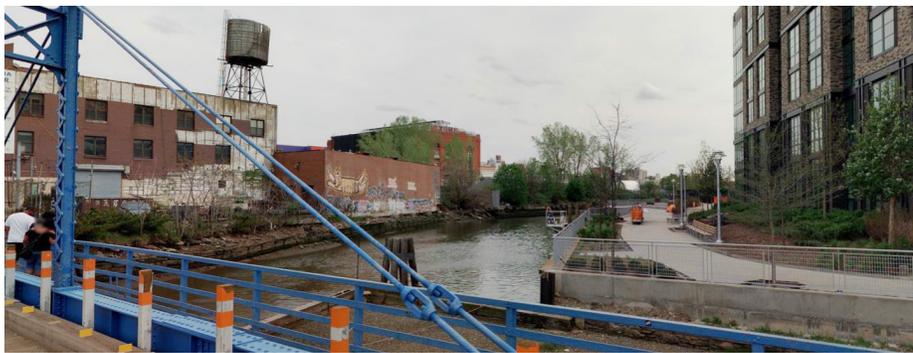
Canal Corridor

Upper Canal, Mid-Canal, Lower Canal

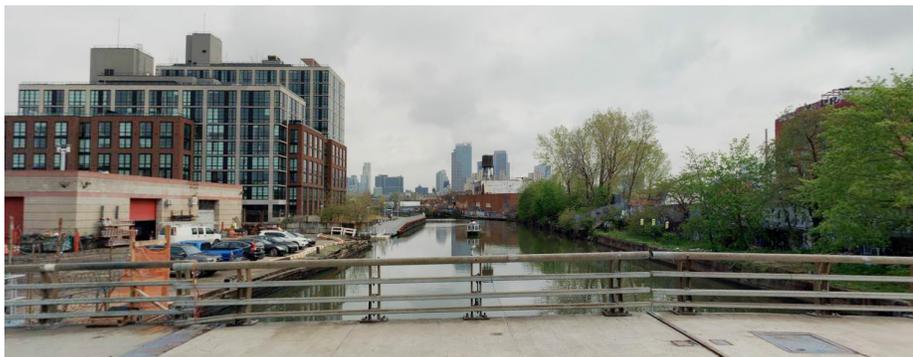
Leverage the unique nature of the Canal to create a vibrant, accessible, resilient and diverse waterfront esplanade with a mix of uses, including new permanently affordable housing, commercial, artist and maker space.



Looking north from Union Street bridge, Source: Cyclomedia



Looking south from Carroll Street bridge, Source: Cyclomedia



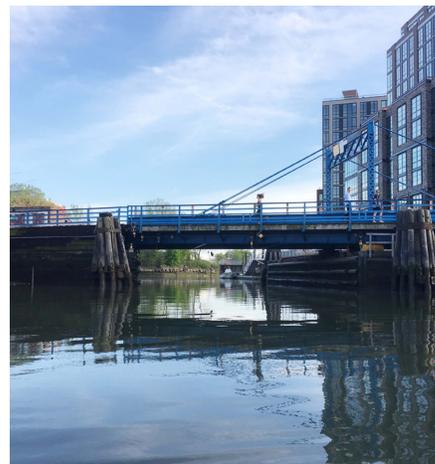
Looking north from 3rd Street bridge, Source: Cyclomedia

The former industrial waterfront is a mix of commercial activity, open air parking and storage, and light industrial uses interspersed with some vacant buildings and land. The recently completed 363-365 Bond Street residential developments are the first new residences along the Canal, and include a public esplanade, resilient design and community facility space. Connections across the Canal within these sub-areas are limited, with only three bridges traversing the waterbody, including one (3rd Street) that allows west-bound traffic.

Designated as a Superfund site in 2010, the Canal's remediation and clean-up of contaminant-contributing upland sites are paramount to the area's future. A high water table increases the risk of cross-property contamination and the cost of remediation and construction. Due to private waterfront ownership, access and views to the Canal are limited to public street ends, bridges and the new waterfront esplanades that were recently constructed.



365 Bond Street Waterfront Esplanade



Carroll Street Bridge

Overarching Goals

- Create a multi-faceted vision for the entire Canal waterfront.
- Plan for a continuous waterfront esplanade that would, through incremental development, connect to each other and to adjoining upland areas.
- Identify opportunities where larger open spaces may be possible to better diversify the experiences along the Canal.
- Support a future waterfront esplanade that enhances resiliency and sustainability efforts in response to the challenges faced from climate change (e.g. sea level rise, equity).

Overarching Strategies

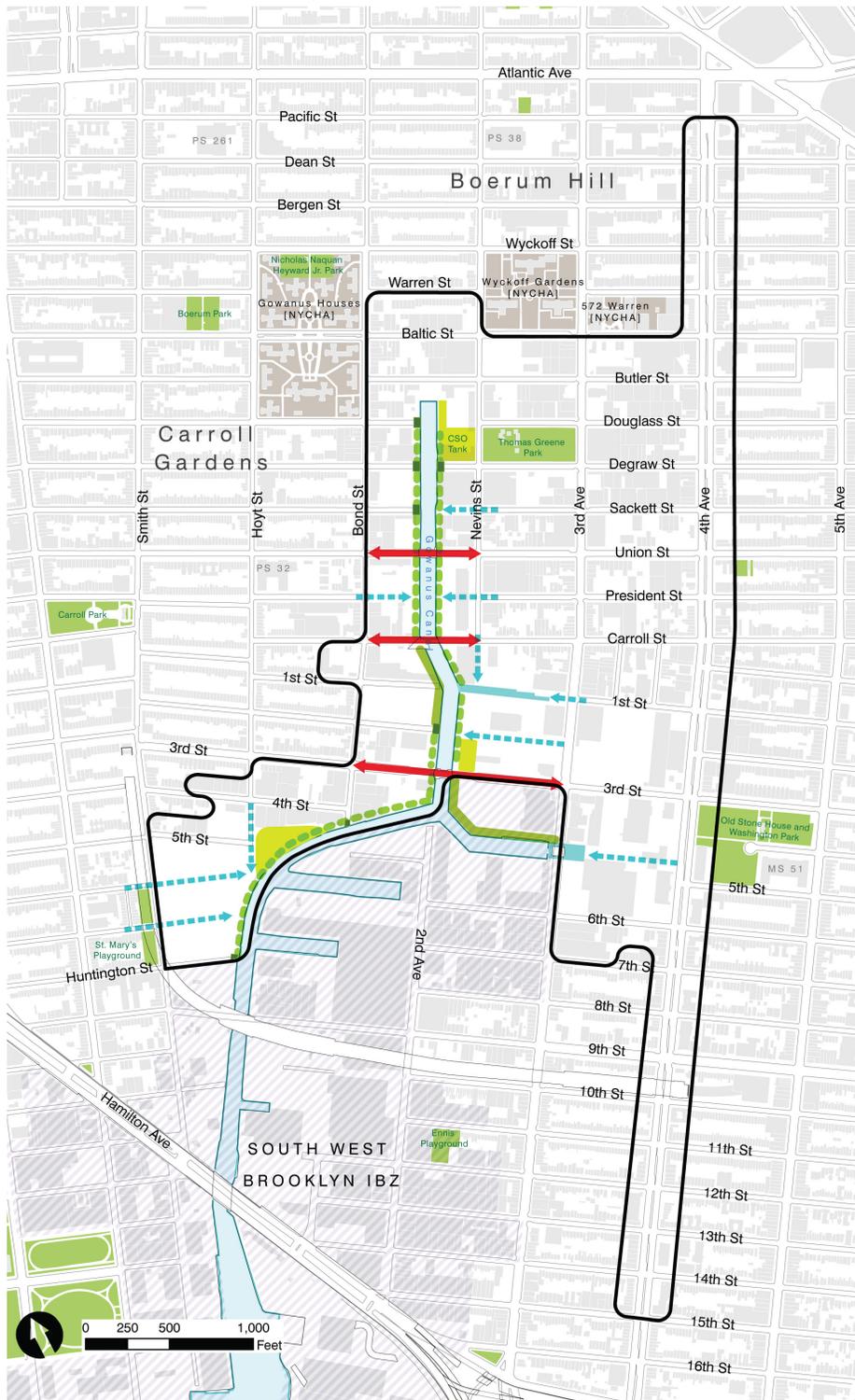
- Allow residential development along the Canal, where it is prohibited today, at an appropriate density to create new housing at a mix of incomes, including permanently affordable housing.
- Allow and promote a mix of uses, including light industrial, arts-related and commercial uses, on ground floors and second floors to support an active and diverse waterfront and the Gowanus mix.
- Establish a Waterfront Access Plan (WAP) that provides details for waterfront access along the Canal when development occurs.
- Require all waterfront developments to provide and maintain well-designed public open spaces.
- Set design parameters that promote high-quality and resilient open spaces that respond to local geography and needs.
- Explore approaches to enhance active uses and resiliency efforts at the street ends.
- Require active uses where appropriate along the Canal to enliven and activate it.
- Explore reductions in parking requirements for residential units, as appropriate.
- Identify and pursue strategies to increase the climate and sea level rise resilience of areas adjoining the Canal.

“Strongly encourage/require active ground uses and neighborhood amenities on waterfront”

Comment from Public Realm Working Group member
– Spring 2017

Canal Corridor

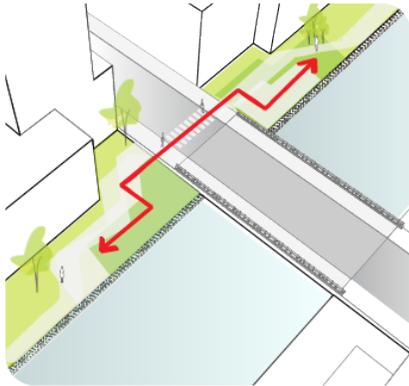
Waterfront Access



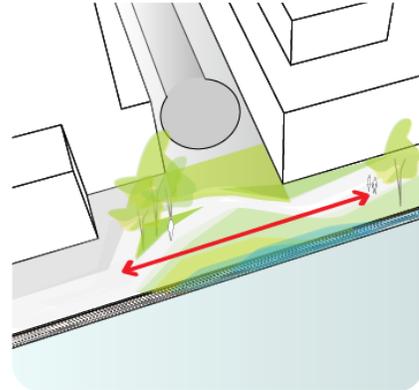
A Waterfront Access Plan (WAP) for blocks adjacent to the Canal would modify existing requirements for waterfront public access and identify specific locations for required public walkways along the Canal, upland connections, supplemental public access areas and visual corridors. The WAP would also modify the zoning design standards to suit the unique character of the Canal.



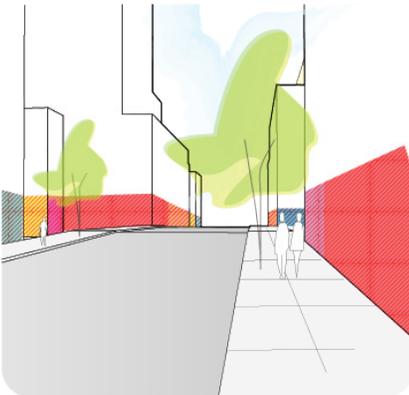
Map showing potential waterfront public access. Note: Illustrated components of a potential WAP require further



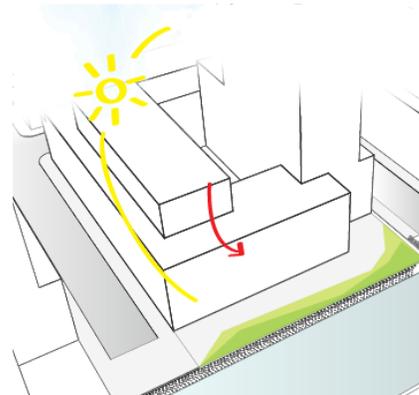
Ensure continuity of public access at bridge crossings with grade-change constraints



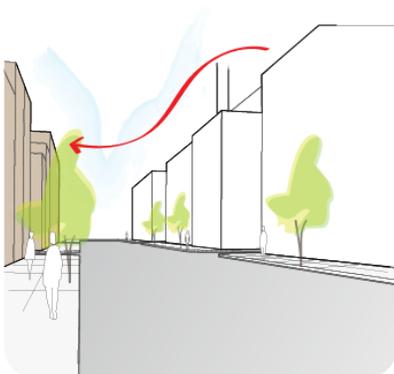
Encourage a street end design that is flood-resilient and ensures continuity of public access across sites



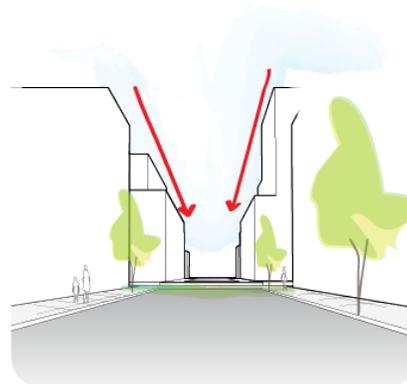
Allow and promote a mix of uses on ground floors leading to and along the Canal to support an active and lively waterfront



Ensure access of light and air to inner courtyards and the Canal by staggering building heights and keeping street wall heights low



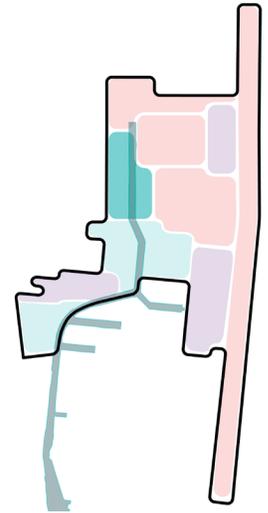
Step down to the lower-scale neighboring context along upland frontages such as Bond Street



Set back higher portions of buildings to ensure light and air to side streets and the Canal

Canal Corridor

Upper Canal



Aerial view showing key built form characteristics



Site west of Canal between Carroll and Union streets

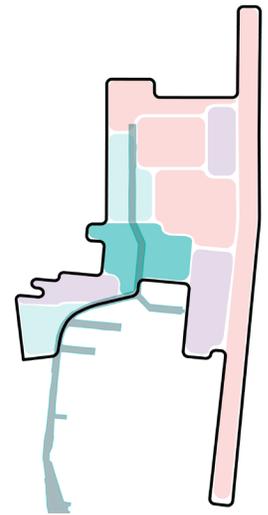


Degraw Street western streetend

The blocks north of Carroll Street are smaller and more regular in size and orientation compared to other Canal-front blocks. These sites are highly constrained between the Canal's edge, bulkhead tie-backs, a high water table and soil contamination. Uses in this portion of the Canal include open air parking and storage facilities, light industrial and commercial uses, and two adaptively reused former industrial buildings located along Nevins Street and Union Street. North and east of Union Street will be the site of a major planned infrastructure investment to significantly reduce pollution entering the Canal during significant rain storms and to provide roughly one acre of new open space to the neighborhood.

The surrounding streets are generally narrow at 60 feet wide, with the exception of Union Street. Nevins Street is 50 feet wide and ends at Carroll Street. The western side of Bond Street has building heights of three to five stories. The Canal itself is roughly 100 feet wide from shore to shore in this upper portion.

Canal Corridor Mid-Canal



Aerial view showing key built form characteristics



BRT Powerhouse



Bond Street looking south at 1st Street

The blocks south of Carroll Street and north of 4th Street are larger, more irregular lots. Uses in this portion of the Canal include commercial, open air parking and storage, residential and vacant buildings, including the BRT Powerhouse. The BRT Powerhouse is currently proposed to be adaptively reused with a new adjacent building as a workshop space for artists and makers. The former 1st Street turning basin is proposed to be day-lighted in the future as part of the remedy for the Superfund clean-up. 363-365 Bond Street has residential, retail and community facility space and a publicly accessible, resilient waterfront esplanade.

Similar to the Upper Canal, most streets are 60 feet wide and terminate at the Canal. However, both 3rd Street and 3rd Avenue are wide streets at 80 feet. Across 3rd Avenue is a Con Edison facility on a superblock that is mostly unbuilt on and primarily used for dispatching, training and parking.

Canal Corridor

Upper Canal and Mid-Canal

Key Goals

- Catalyze site remediation and development with a mix of uses including significant affordable housing, retail and community amenities.
- Connect future waterfront public open space to future CSO facility site's open space and to existing open space at Thomas Greene Playground and nearby NYCHA communities.
- Promote uses that take into consideration proximity to 3rd Avenue, 3rd Street, BRT Powerhouse and existing residential development.
- Ensure built form responds to the Canal width, the future waterfront esplanade and surrounding neighborhood context.
- Facilitate public access along the Canal and its connection to existing esplanade.
- Support environmental cleanup of sites and resilient landscape and building design.
- Support job-generating spaces and active uses in key locations where appropriate, such as the BRT Powerhouse.

Key Strategies

- Allow residential development where it is prohibited today, at a medium to moderate density along the Canal and a higher density along 3rd Avenue to create new housing at a mix of incomes, including permanently affordable housing.
- Require all waterfront developments to provide and maintain well-designed public open spaces.
- Allow and promote a mix of uses on ground floors and second floors to support an active and diverse waterfront.
- Define the size and shape of new buildings to ensure adequate light and air at the Canal and appropriate relationship to adjacent context.
- Identify where supplemental open spaces should be located along the waterfront
- Identify where visual linkages and upland connections are needed to enhance access and visibility to the Canal.
- Facilitate visual and physical access to the 1st Street Turning Basin.
- Establish bulk regulations that promote the reuse of certain buildings that contribute to the unique nature around the Canal and neighborhood.
- Require active ground floor uses where appropriate along the waterfront and key upland corridors.

“Consider level changes along Canal such as a higher esplanade and a lower, floodable esplanade.”

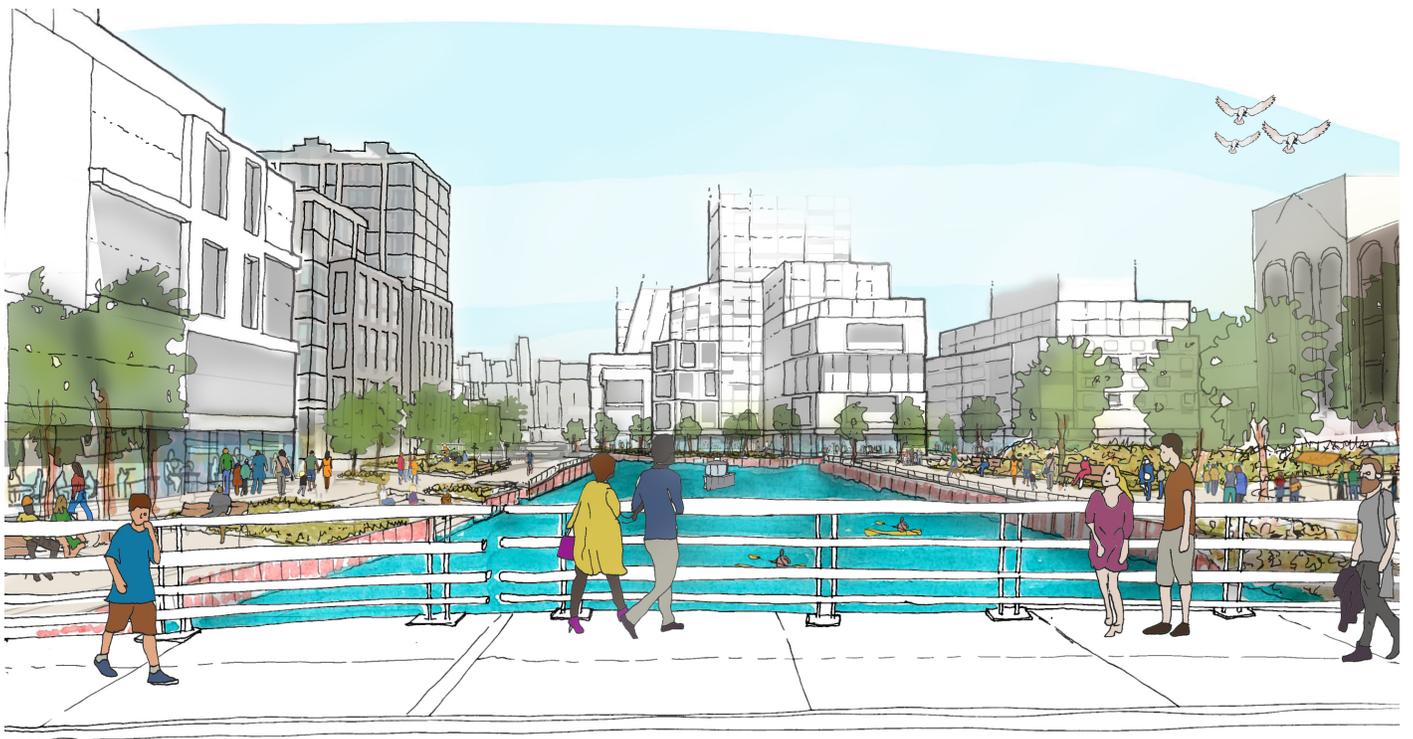
Comment from Public Realm Working Group member
– Spring 2017

“Building heights should vary along the Canal.”

Comment from Public Realm Working Group member
– Spring 2017



Vision sketch looking north from Union Street

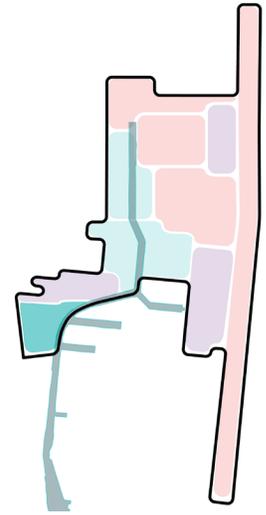


Vision sketch looking north from 3rd Street

Canal Corridor

Lower Canal

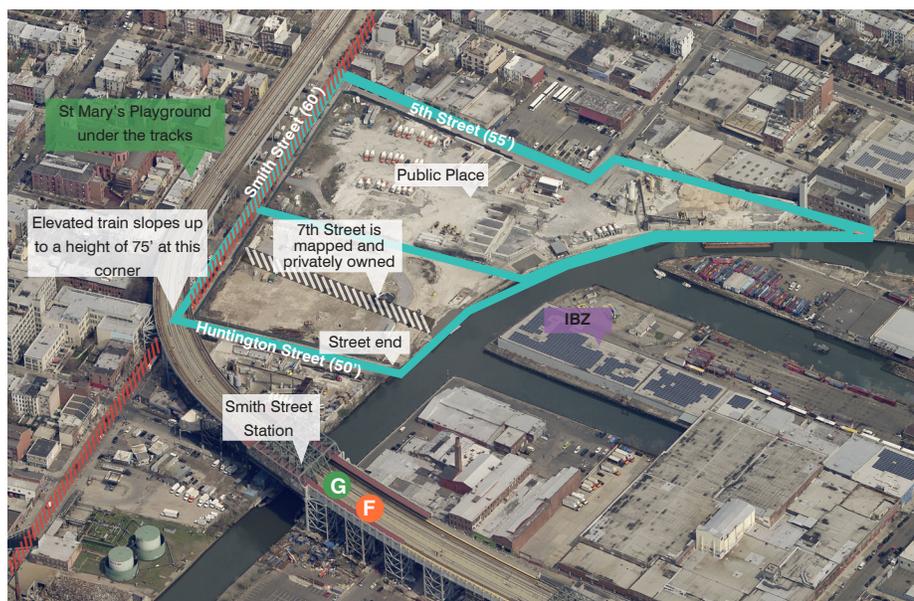
Facilitate the redevelopment of the largest City-owned parcel within the study area for affordable housing and a mix of uses like open space, commercial and community facilities. Promote a coordinated plan for public place with the privately-owned parcel to the south to create a mix of uses, including new permanently affordable housing, commercial, artist and maker space, as well as a vibrant, accessible, resilient and diverse waterfront esplanade.



Public Place



Smith Street looking south at Luquer Street



Aerial view showing key built form characteristics

Located directly adjacent to the Smith and 9th Street and Carroll Street F/G stations, two large properties – one privately owned and one City-owned (Public Place) – are cut off from the more residential neighborhood context to the west and the more industrial context to the south and east in the Southwest Brooklyn IBZ. Together these sites consist of 10 acres of highly underutilized land, which are currently used for the Superfund dredging staging work and construction support. Both sites require extensive remediation from pollution caused by past uses, including a former manufactured gas plant.

Key Goals

- Promote master planning of Public Place and coordinate with adjacent private property to maximize opportunities and institute a rationalized street grid.
- Maintain scale and mix in key locations.
- Promote key connections to 9th Street, Smith Street and along the Canal.
- Plan for key infrastructure needs associated with increased residential and non-residential density.

Key Strategies

- Allow residential development where it is prohibited today, at a moderate density near transportation infrastructure to create new housing at a mix of incomes, including permanently affordable housing.
- Allow and promote a mix of uses on ground floors and second floors to support an active and diverse waterfront.
- Define the size and shape of new buildings to ensure adequate light and air along the Canal and appropriate relationship to adjacent context.
- Identify where supplemental open spaces should be located along the waterfront
- Identify where visual linkages and upland connections are needed to enhance access and visibility to the Canal.
- Require active uses where appropriate along the Canal to enliven and activate it.
- Extend street connections to facilitate access to new buildings and to the Canal.
- Facilitate community workshopping around Public Place vision and process.

Other than NYCHA's Wyckoff Gardens NextGen project, there is one large City-owned site within the rezoning study area – a parcel referred to as “**Public Place**,” which is located adjacent to the Gowanus Canal near the intersection of 5th and Smith streets. HPD is continuing to work with the designated development team to create a mixed-use development of affordable housing, community facility, commercial retail and open space at Public Place. As part of the on-going neighborhood study, HPD and the selected development team will **re-engage the community and update the vision for Public Place**.

Framework Overview Map

The following land use framework seeks to balance the shared priorities, goals and objectives voiced by the community and develop a vision to shape the neighborhood's future. Together, the approaches strategically balance denser, transformative growth with contextually sensitive growth and preservation to reinforce and encourage a mix of job-generating uses.



- Increase allowable density for industrial, commercial and arts-oriented uses
- Incentivize range of job-generating uses
- Create new building envelopes
- Promote reuse of loft-style buildings on Bond Street
- No new residential uses, except where appropriate, and restriction on new hotels



- Allow medium-density, mixed-use development
- Allow existing uses to remain and enlarge
- New developments or enlargements at a scale of 6-8 stories
- Make MIH program applicable



- Increase allowable density for industrial, commercial and arts-oriented uses
- Incentivize range of job-generating uses
- Create new building envelopes
- Promote reuse of loft-style buildings at key locations
- No new residential uses and restriction on new hotels



- Allow moderate density mixed-use development
- Allow existing uses to remain and enlarge
- Promote and incentivize non-residential uses
- Create flexible, special bulk envelopes for Canal sites to facilitate superior building and public open space design
- Strict base heights (5-7 stories) along Canal and narrow streets and additional height or density (8-10, 18+, 22+) in key locations, where appropriate
- Make MIH program applicable



- Bring existing residences into conformance with zoning
- Reinforce mixed-use, industrial and commercial character
- Allow existing uses to remain and enlarge
- New developments or enlargements at an appropriate scale (3-6+ stories)
- Make MIH program applicable



- Allow higher density mixed-use development
- Allow existing uses to remain and enlarge
- New developments at a scale of 12-15 stories
- Require active ground floor uses at key locations
- Promote and incentivize non-residential uses
- Make MIH program applicable



- Bring existing residences into conformance with zoning
- Allow new residential uses and existing uses to remain and enlarge
- New developments or enlargements at an appropriate scale (3-6 stories)
- Make MIH program applicable



- Allow highest density mixed-use development
- Allow for multiple-floors of non-residential uses
- New developments at a scale of 12-17 stories
- Require active ground floor uses
- Explore strategies to activate ground floors currently used for parking
- Make MIH program applicable, including on previously rezoned 4th Avenue block frontages

The land use framework shown here is a high-level overview of what is described in more detail in each sub-area narrative above. It should not be read in isolation from those specific, geography-based goals and strategies, which were developed in conjunction with the other framework topics presented in earlier chapters.

