Brooklyn Community Board 6
Land Use Committee

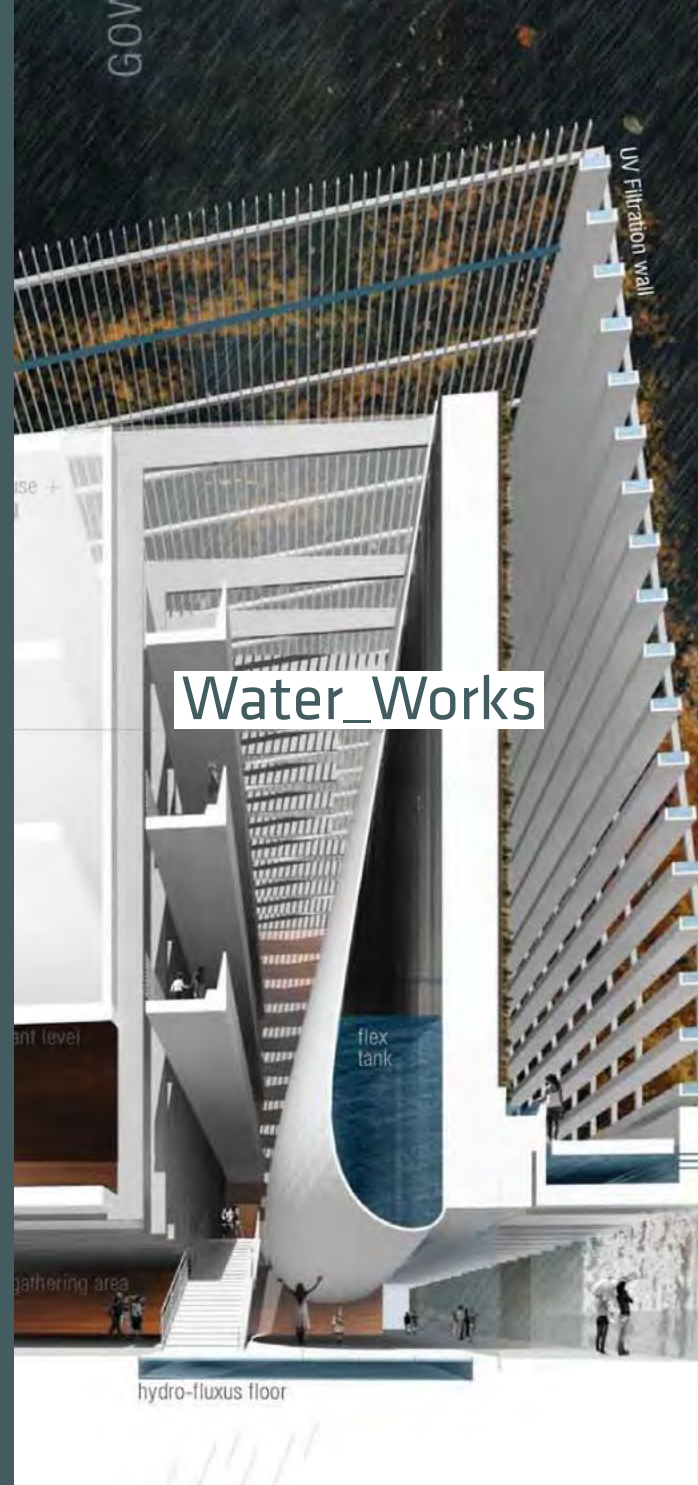# Gowanus Canal District
DCP Framework Response

David Briggs AIA LEED AP
Executive Director | Gowanus by Design

gbd

GbD advocates for a community that is guided by principles of sustainability, contextual planning, diversity, and inclusion. By integrating new development with a post-industrial landscape, the Gowanus can serve as a model for other transitioning urban neighborhoods reconciling growth with environmental remediation.
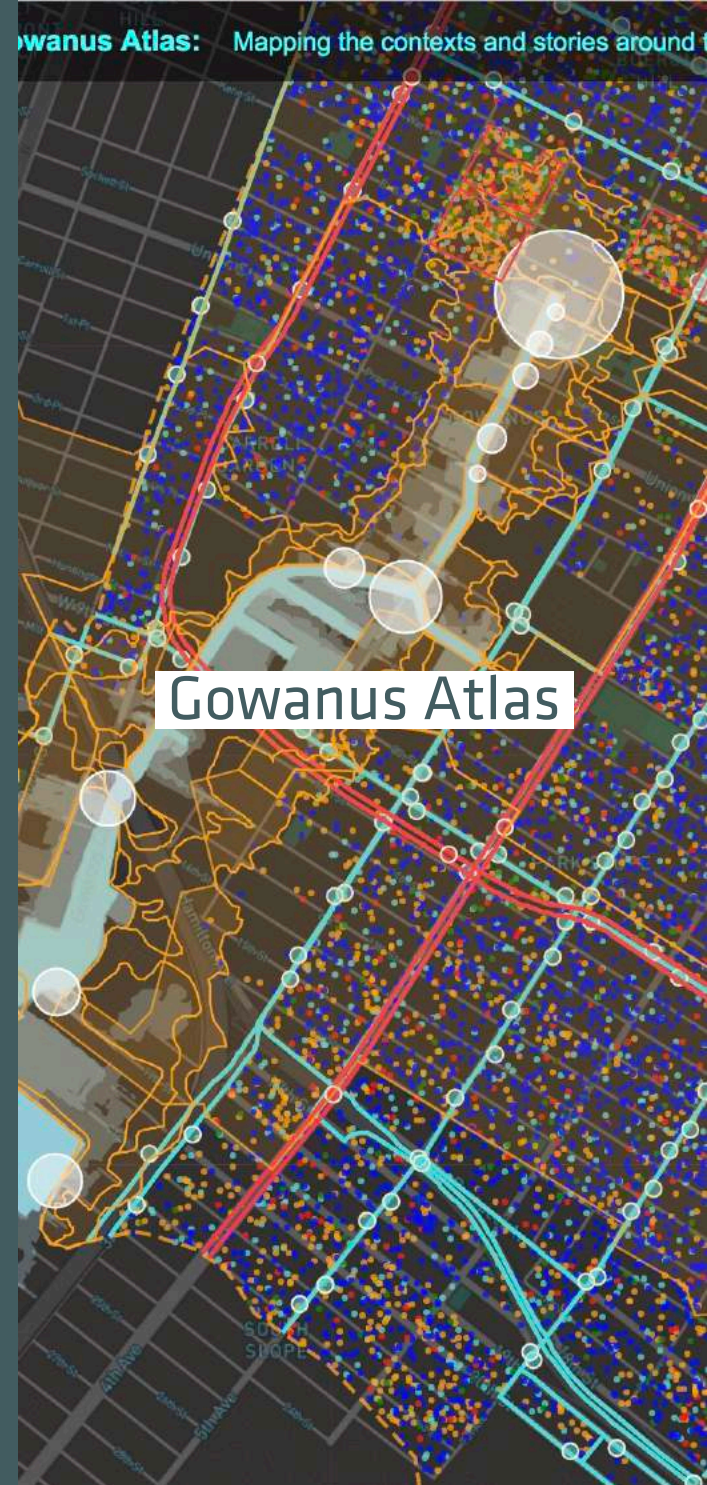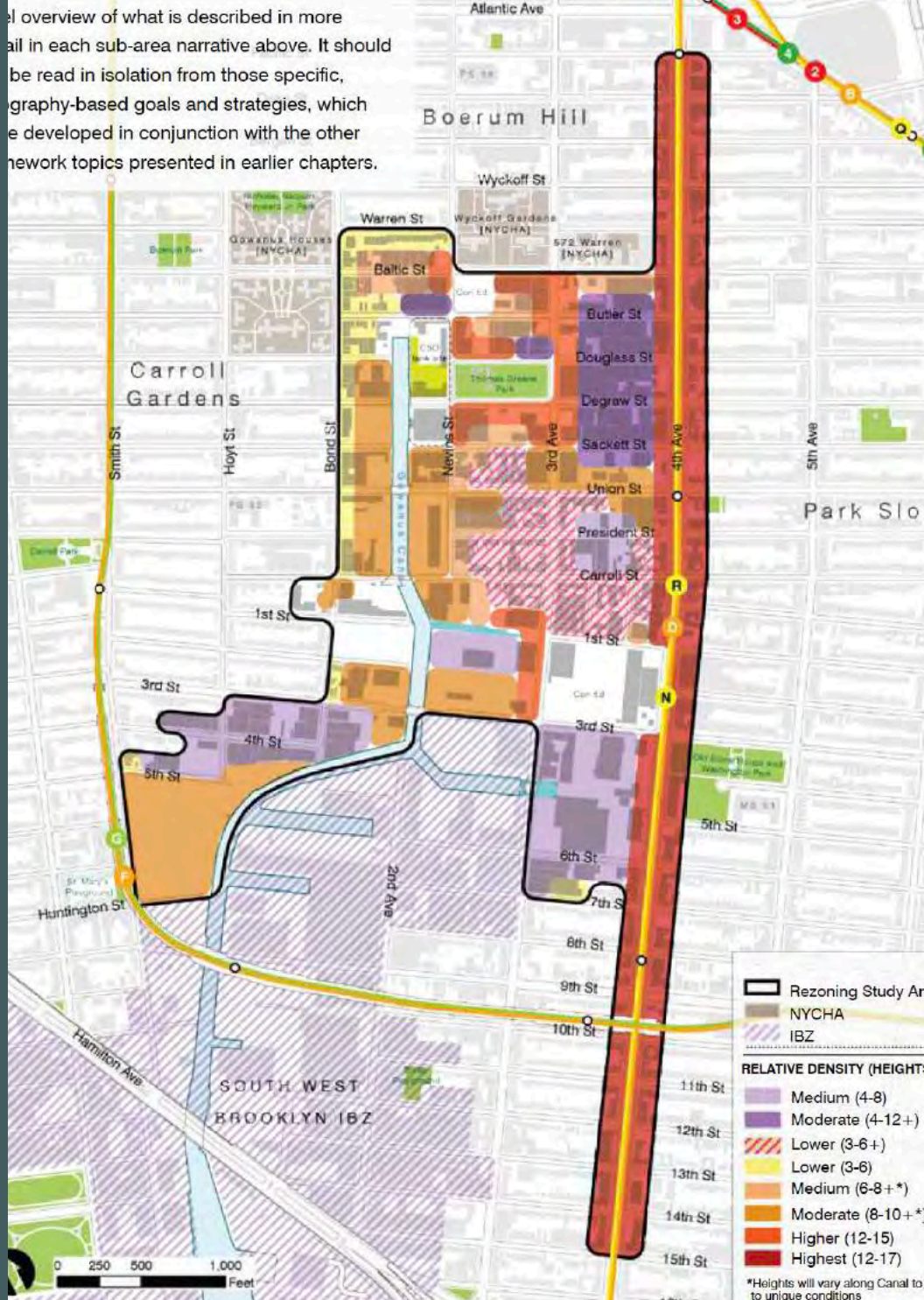
gbd

Lowline: Connections

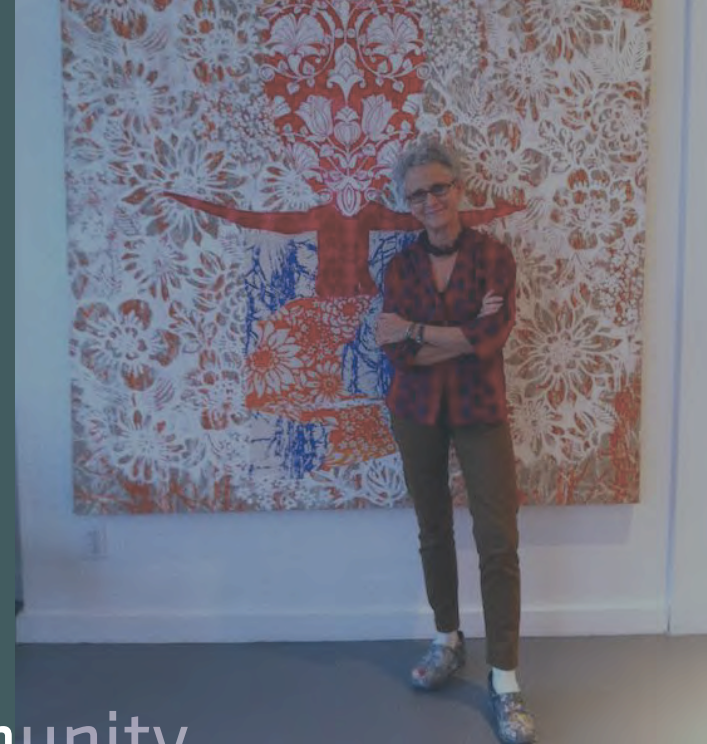Water_Works

Axis Civitas

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Kentile

Salt Lot

Gowanus Atlas

2015-2018 | Design & Mapping

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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

Boerum Hill

Carroll Gardens

Park Slope

SOUTH WEST BROOKLYN IBZ

Atlantic Ave
Pacific St
Dean St
Bergen St
Wyckoff St
Warren St
Wyckoff Gardens [NYCHA]
572 Warren [NYCHA]
Baltic St
Butler St
Douglass St
Degraw St
Sackett St
Union St
President St
Carroll St
1st St
3rd St
4th St
5th St
6th St
7th St
8th St
9th St
10th St
11th St
12th St
13th St
14th St
15th St
16th St
Gowanus Canal
2nd Ave
3rd Ave
4th Ave
5th Ave
Smith St
Hoyt St
Bond St
Nevins St
Hamilton Ave
Huntington St
Carroll Park
Old Stone House and Washington Park

Rezoning Study Area
NYCHA
IBZ

RELATIVE DENSITY (HEIGHTS)

- Medium (4-8)
- Moderate (4-12+)
- Lower (3-6+)
- Lower (3-6)
- Medium (6-8+*)
- Moderate (8-10+*)
- Higher (12-15)
- Highest (12-17)

*Heights will vary along Canal to ...to unique conditions

0 250 500 1,000 Feet

2018 | DCP Gowanus Framework

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Who Is This For?

Gowanus is a diverse community

Who Is This For?

Framework Pros

Affordable Housing

Public Open Space

Mixed Use

Increased Resiliency

Improved Mobility and Connectivity
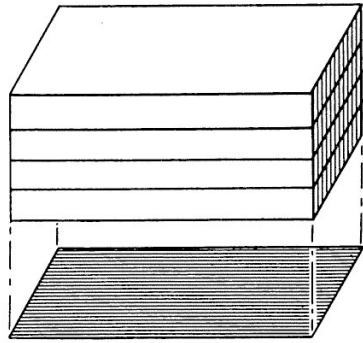
Framework Risks

Insufficient Capacity of Existing Infrastructure
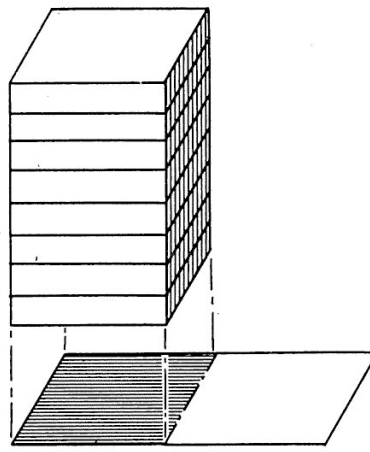
Loss of Neighborhood Character & Scale
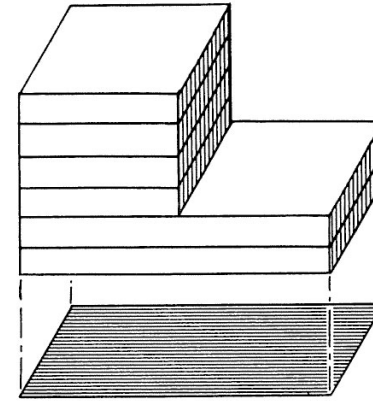
Gentrification/ Displacement

Overcrowding

Lack of Affordable Retail & Services
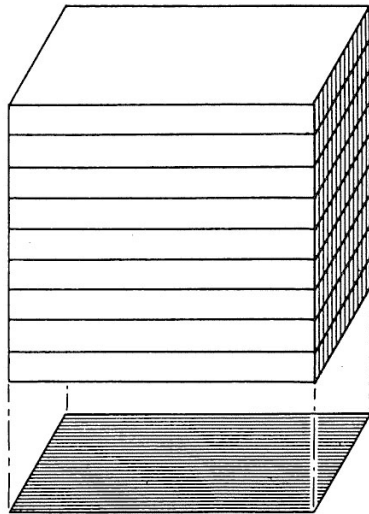
gbd

Framework Highlights

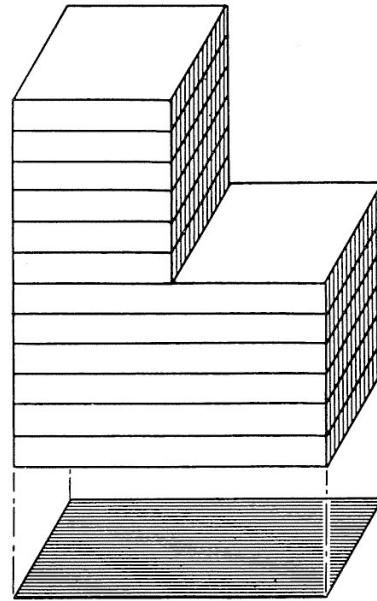100 % LOT COVERED

50 % LOT COVERED

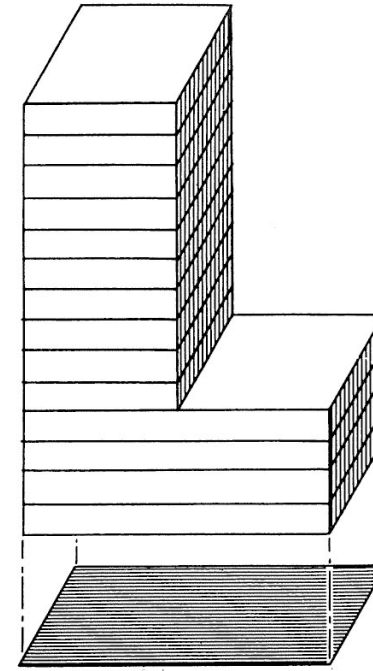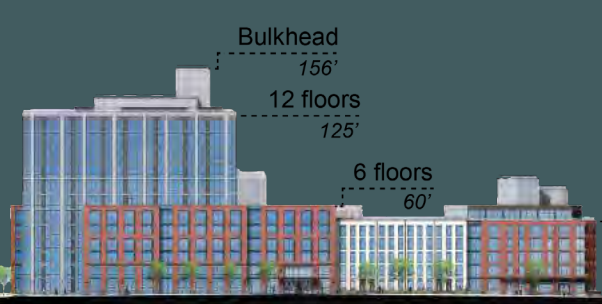100 % LOT COVERED

(COMBINATION)

F.A.R. 4.0

100 % LOT COVERED

100 % LOT COVERED (COMBINATIONS)

F.A.R. 9.0

Sample FAR Diagrams

Existing Development
3.6 FAR

Bulkhead
156'

12 floors
125'

6 floors
60'

5 floors
50'

323,193 sf of existing Zoning Floor Area
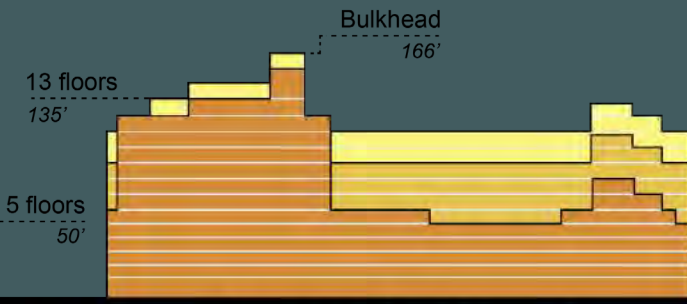
Proposed Development
Lower Bulk Density

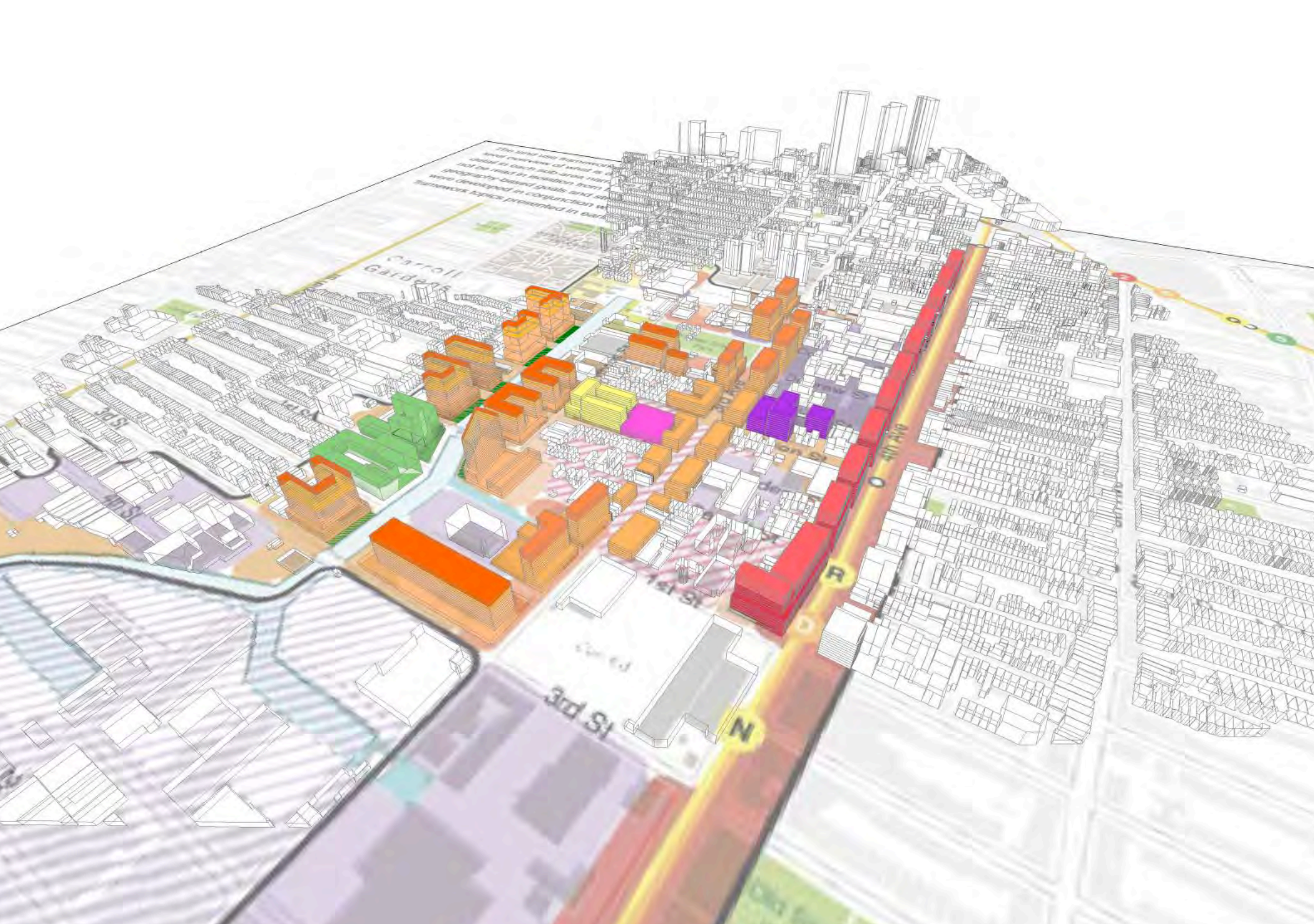Bulkhead
166'

13 floors
135'

11 floors
110'

9 floors
90'

448,880 Zoning Floor Area (+125,686 sf) at 5.0 FAR

538,656 Zoning Floor Area (+215,462 sf) at 6.0 FAR
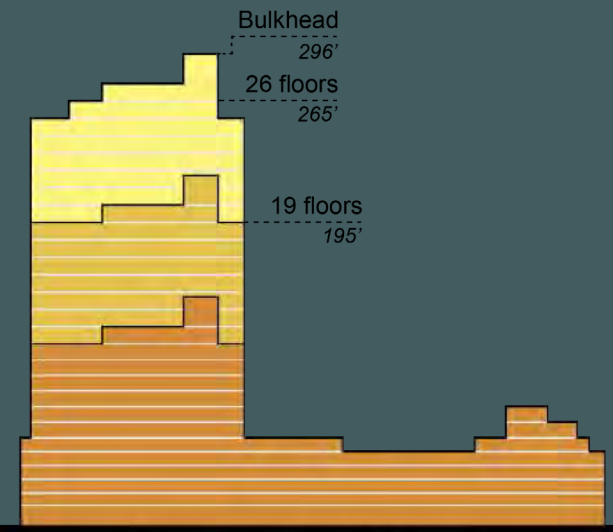
Proposed Development
Tower Density

Bulkhead
296'

26 floors
265'

19 floors
195'

448,880 Zoning Floor Area (+125,686 sf) at 5.0 FAR

538,656 Zoning Floor Area (+215,462 sf) at 6.0 FAR

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365 Bond Street FAR Diagrams
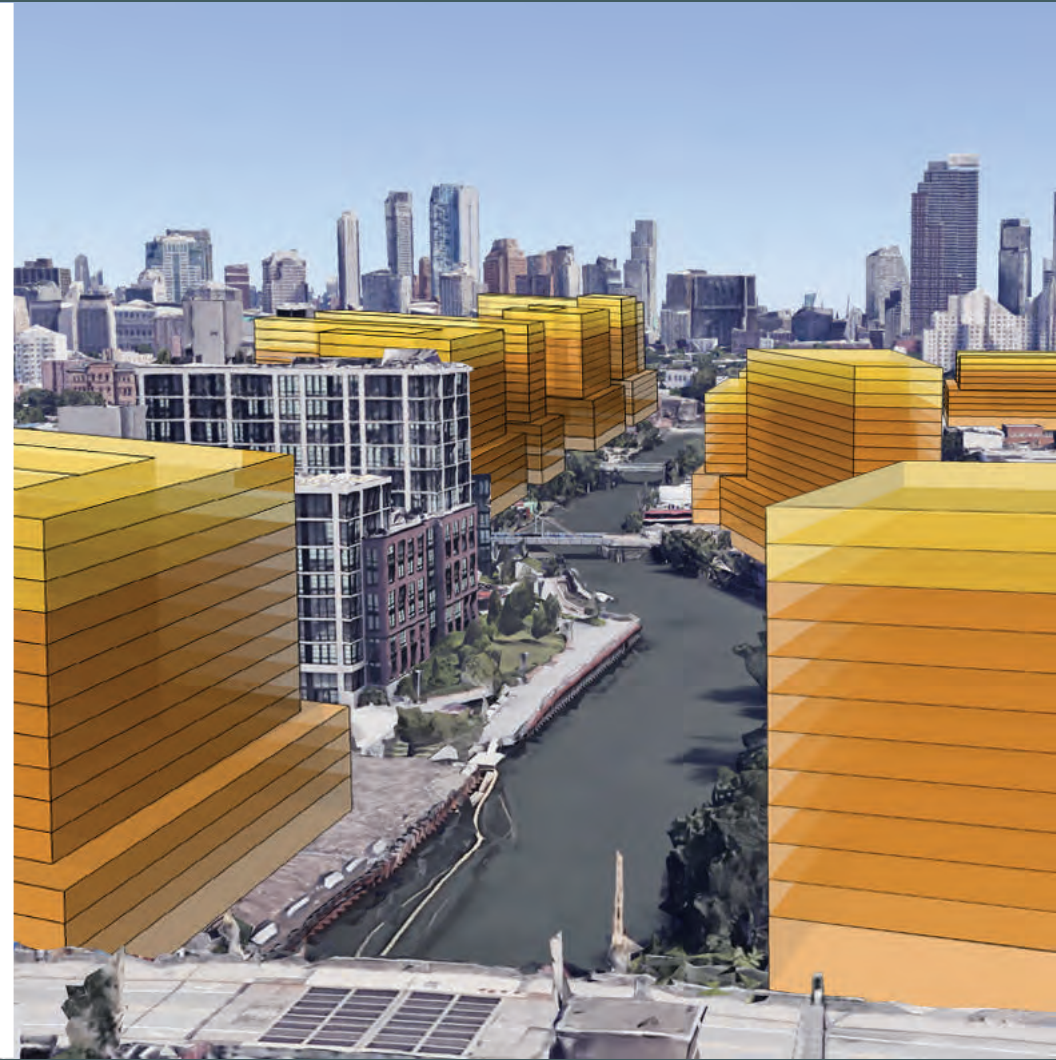
gbd

Gowanus Canal @ 3rd Street_Existing
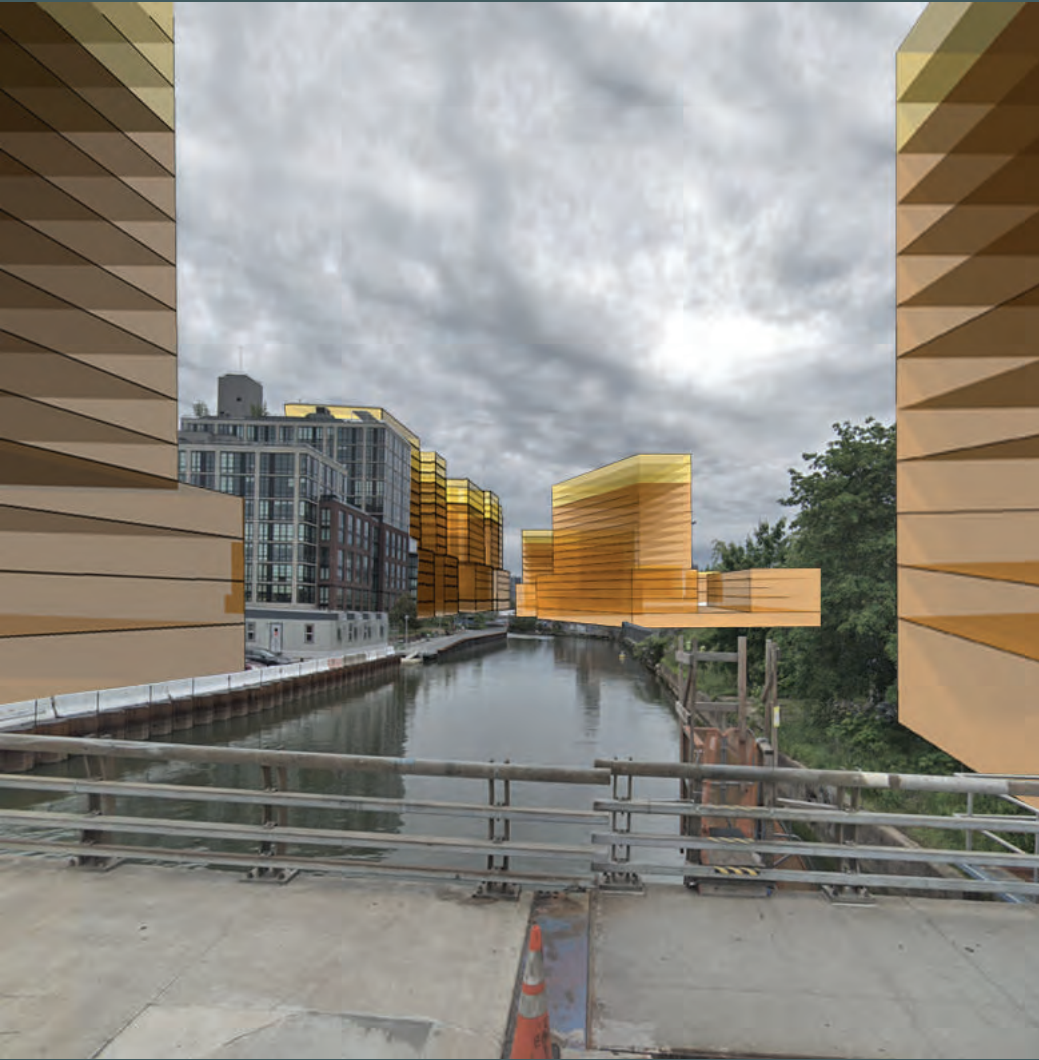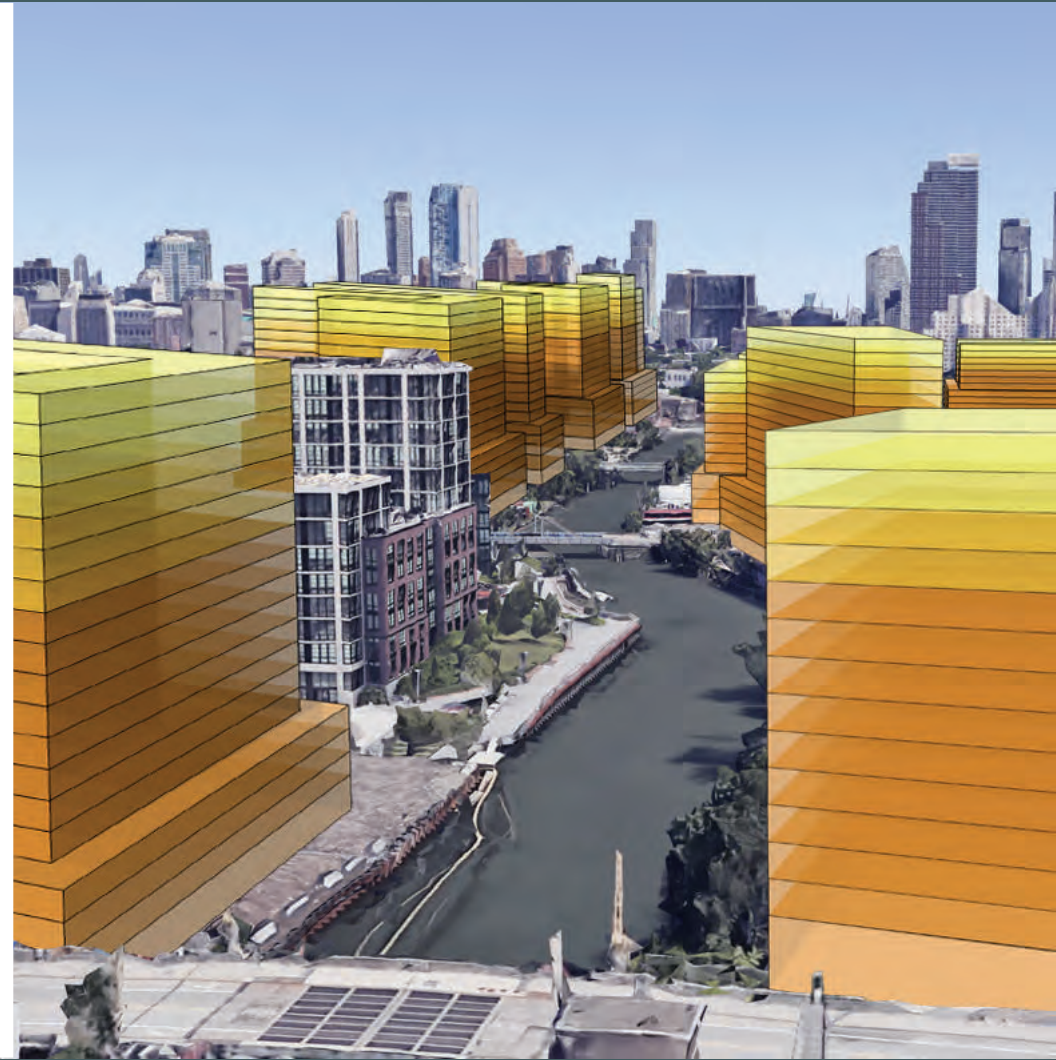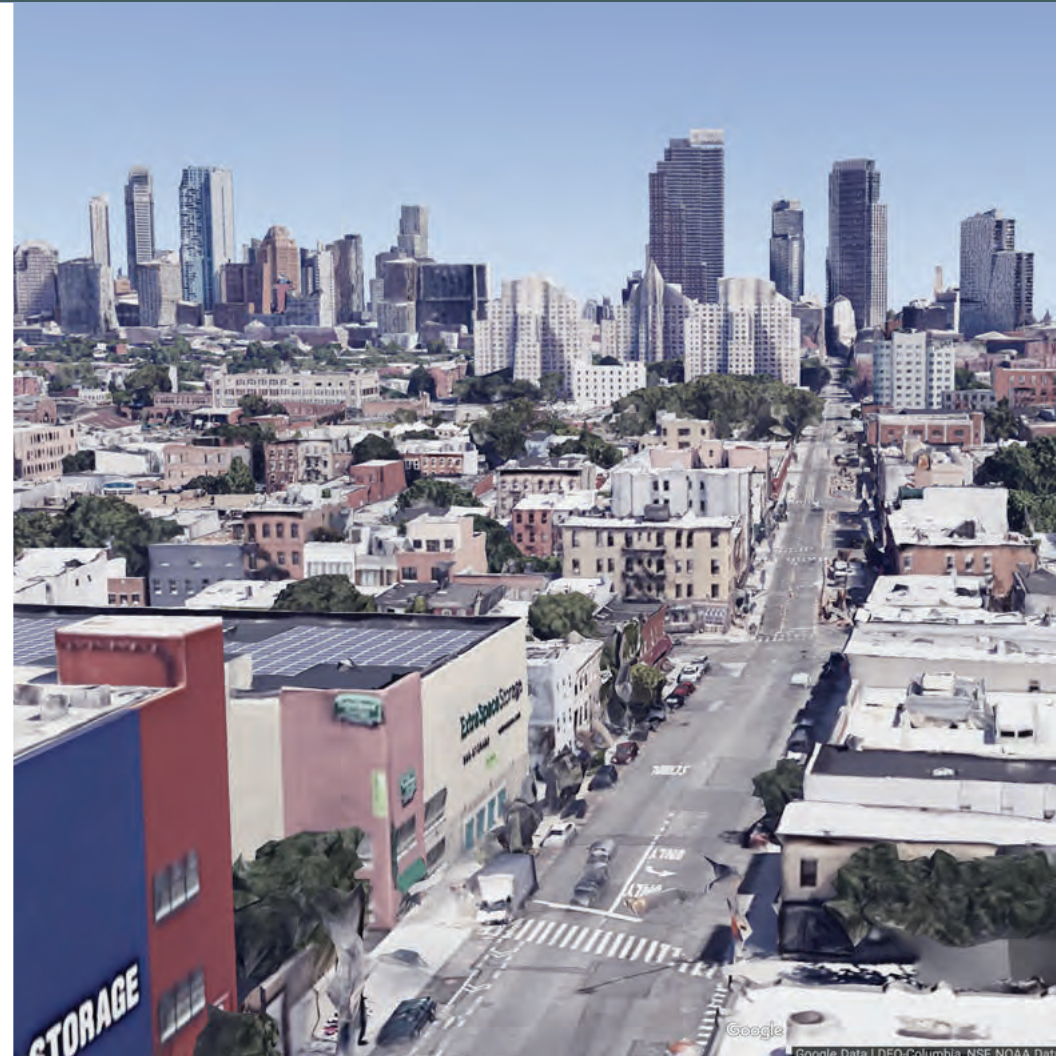
Gowanus Canal @ 3rd Street_approx. 3.6 FAR

gbd

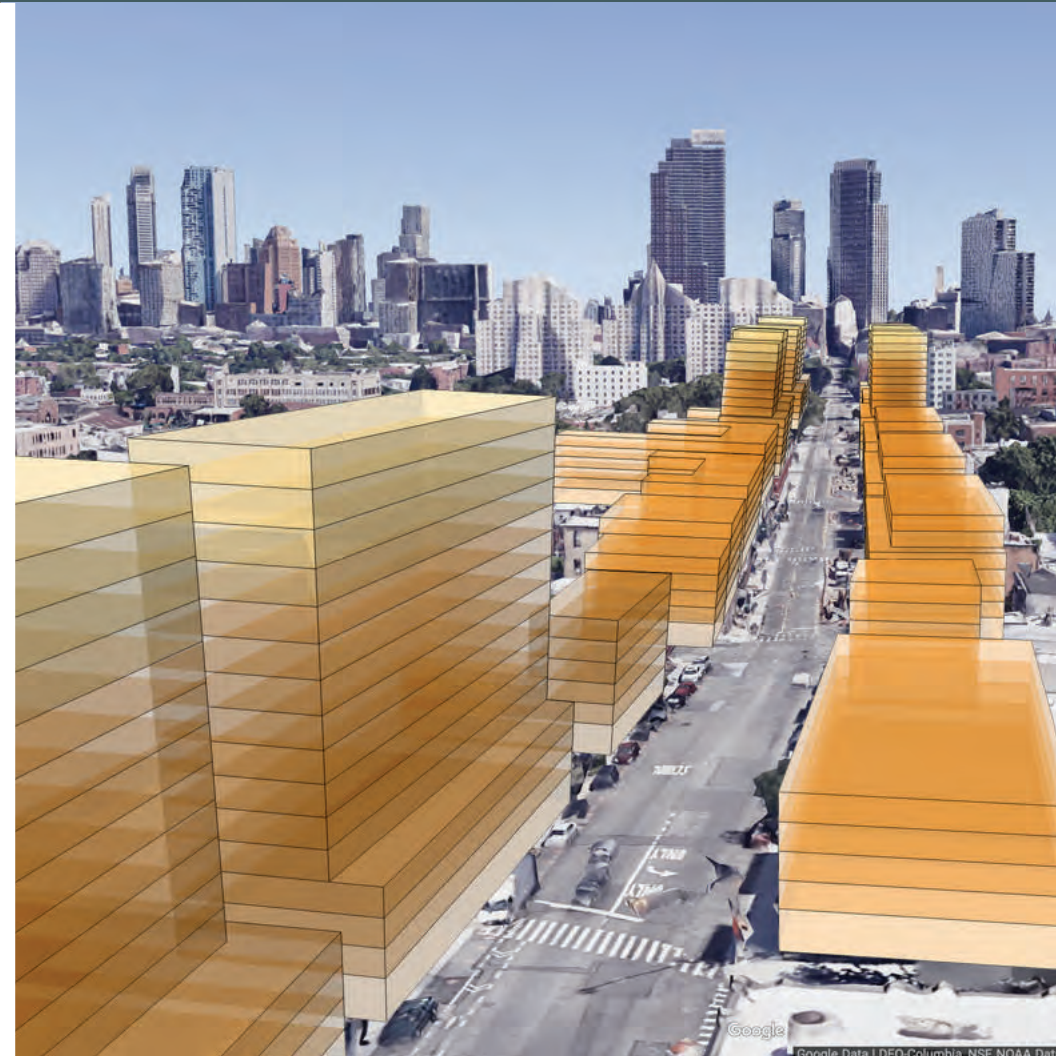Gowanus Canal @ 3rd Street_approx. 5.0 FAR

gbd

Gowanus Canal @ 3rd Street_approx. 6.0 FAR
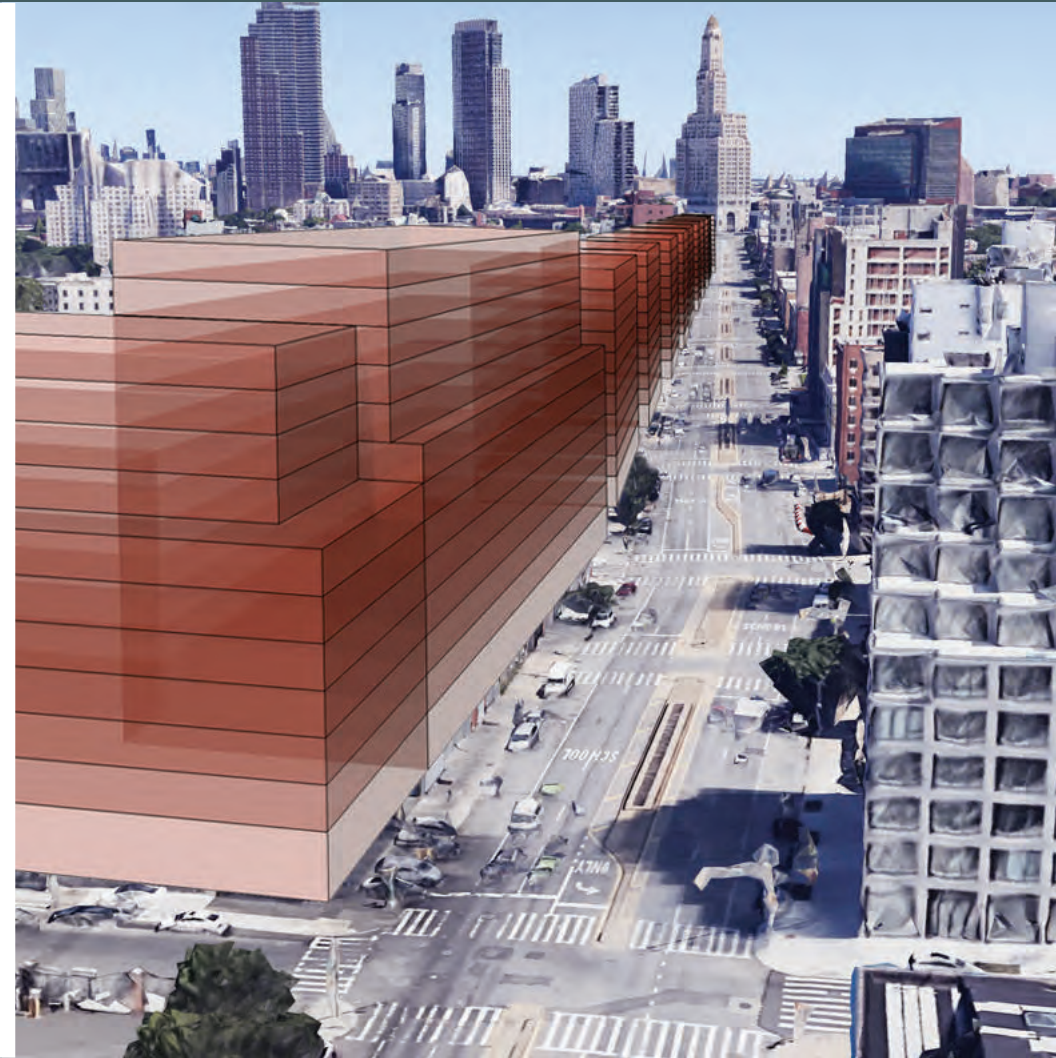
gbd

Third Avenue @ 1st Street_Existing
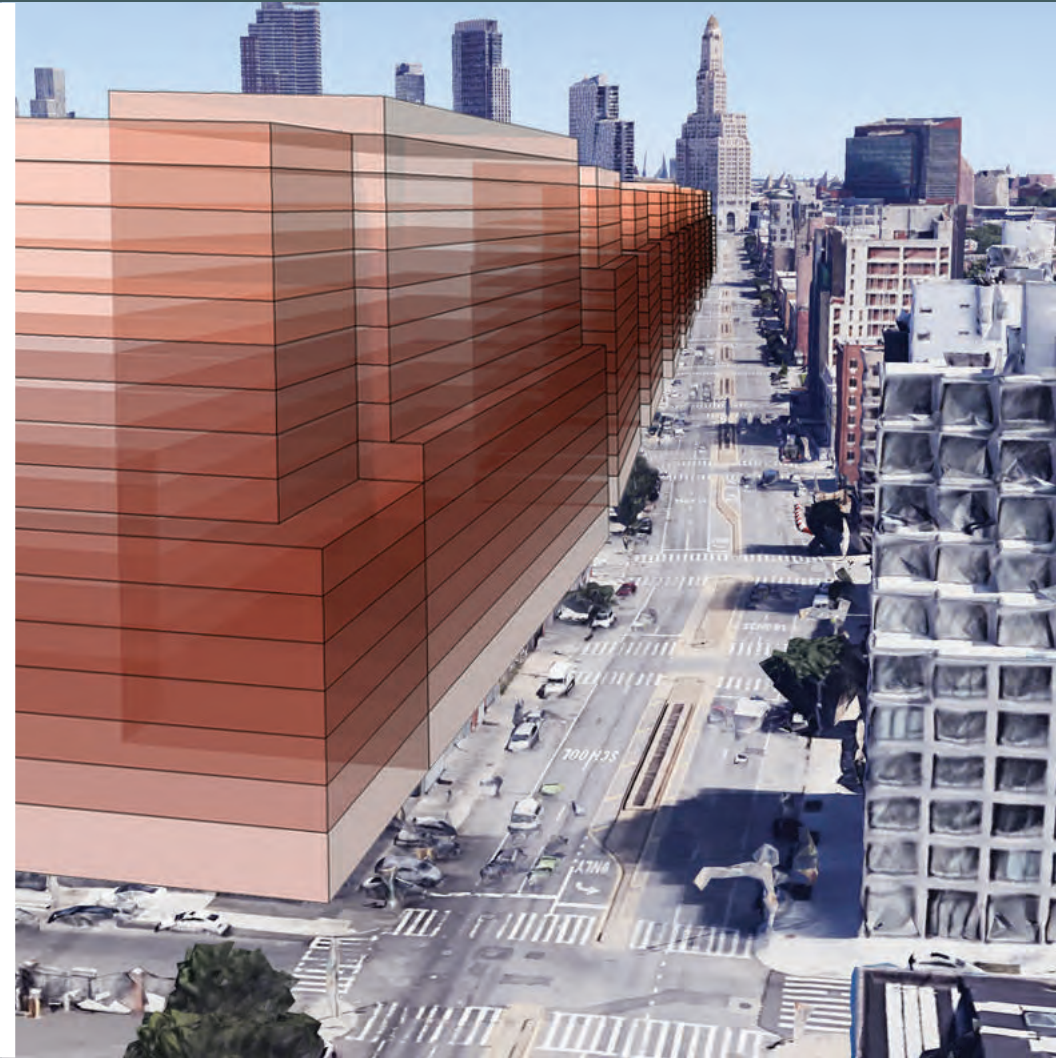
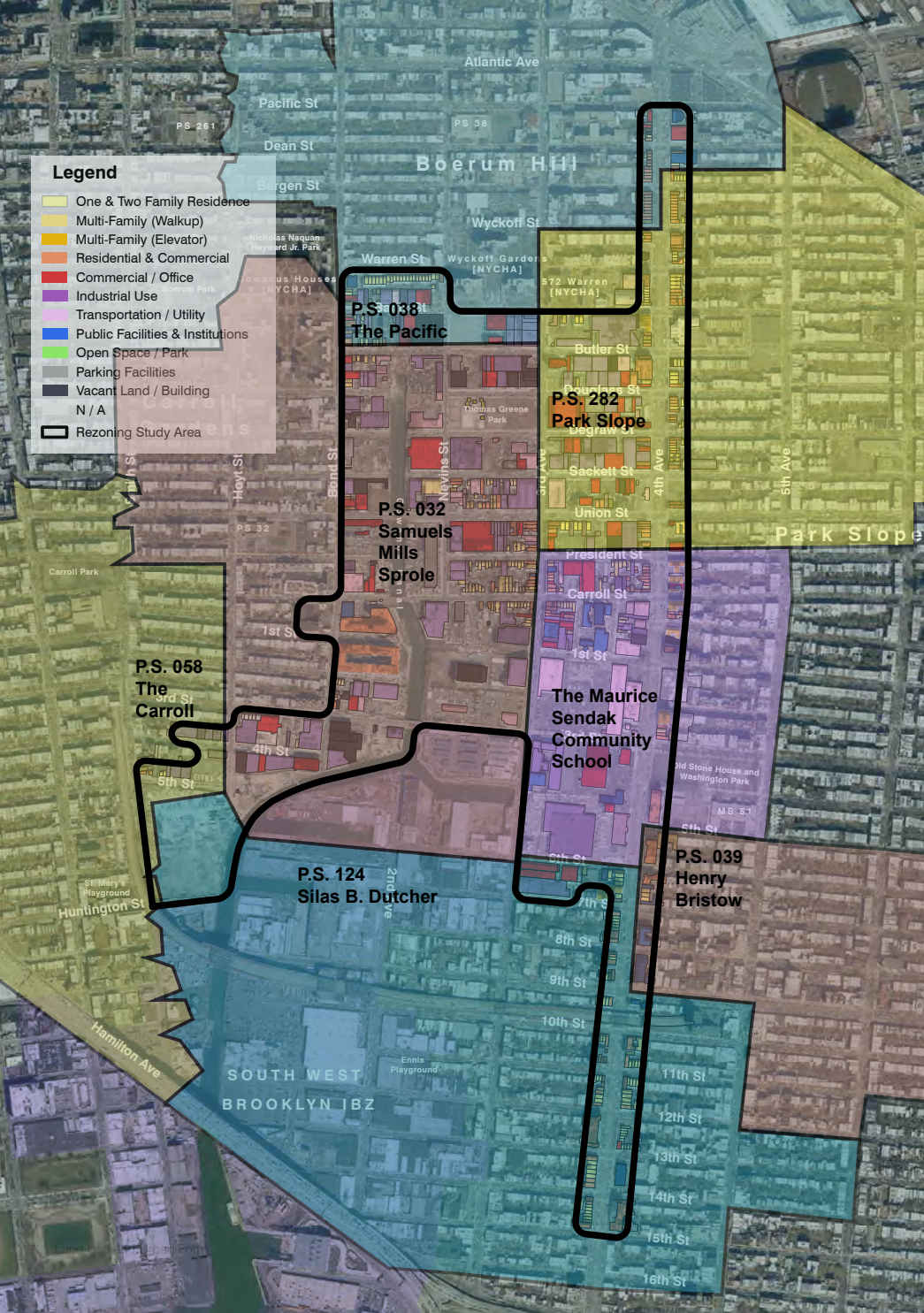Third Avenue @ 1st Street_Low Density

Third Avenue @ 1st Street_High Density

gbd

Fourth Avenue @ 1st Street_Existing

Fourth Avenue @ 1st Street_Low Density

Fourth Avenue @ 1st Street_High Density

gbd

Zoned Schools within Framework (100% capacity)

School	# Students* (10.31.17 enrollment)	Utilization	Over 100%**
PS 124 Silas B. Dutcher	344 (284)	121%	**Yes**
Maurice Sendak Community	307 (212)	145%	**Yes**
PS 32 Samuel Mills	531 (634)	84%	No
PS 38 Pacific	574 (659)	87%	No
PS 39 Henry Bristow	410 (243)	169%	**Yes**
PS 58 Carroll	957 (765)	125%	**Yes**
PS 282 Park Slope	742 (792)	94%	No

Total Existing Students   3,865
# of Students @ 100% capacity   3,589

Projected School Seats***

Framework Floor Area (rounded to nearest thousand)

Existing Residential Floor Area	2,628,000 sf	
Potential New Floor Area (High)	23,672,000 sf	(6.68 FAR)
Potential New Floor Area (Low)	18,604,000 sf	(5.39 FAR)

Framework - New School Seats Required
High (DU 680)   7,600
Low (DU 900)   6,000

*Current enrollment data from NYC DOE: www.schools.nyc.gov/schools

**New York City Department of Education, New York City School Construction Authority. Enrollment, Capacity & Utilization Report By City Council District Brooklyn 2017-2018 School Year.

***New Students = (Estimated additional residential Floor Area / DU Factor) * School Seat Factor

Sources & Numbers: Additional floor area estimates: Pratt Center estimates based on DCP framework

Brooklyn School Seat Factor is 0.26 per the NYC OEC Technical Manual, 2014

School Seats

gbd
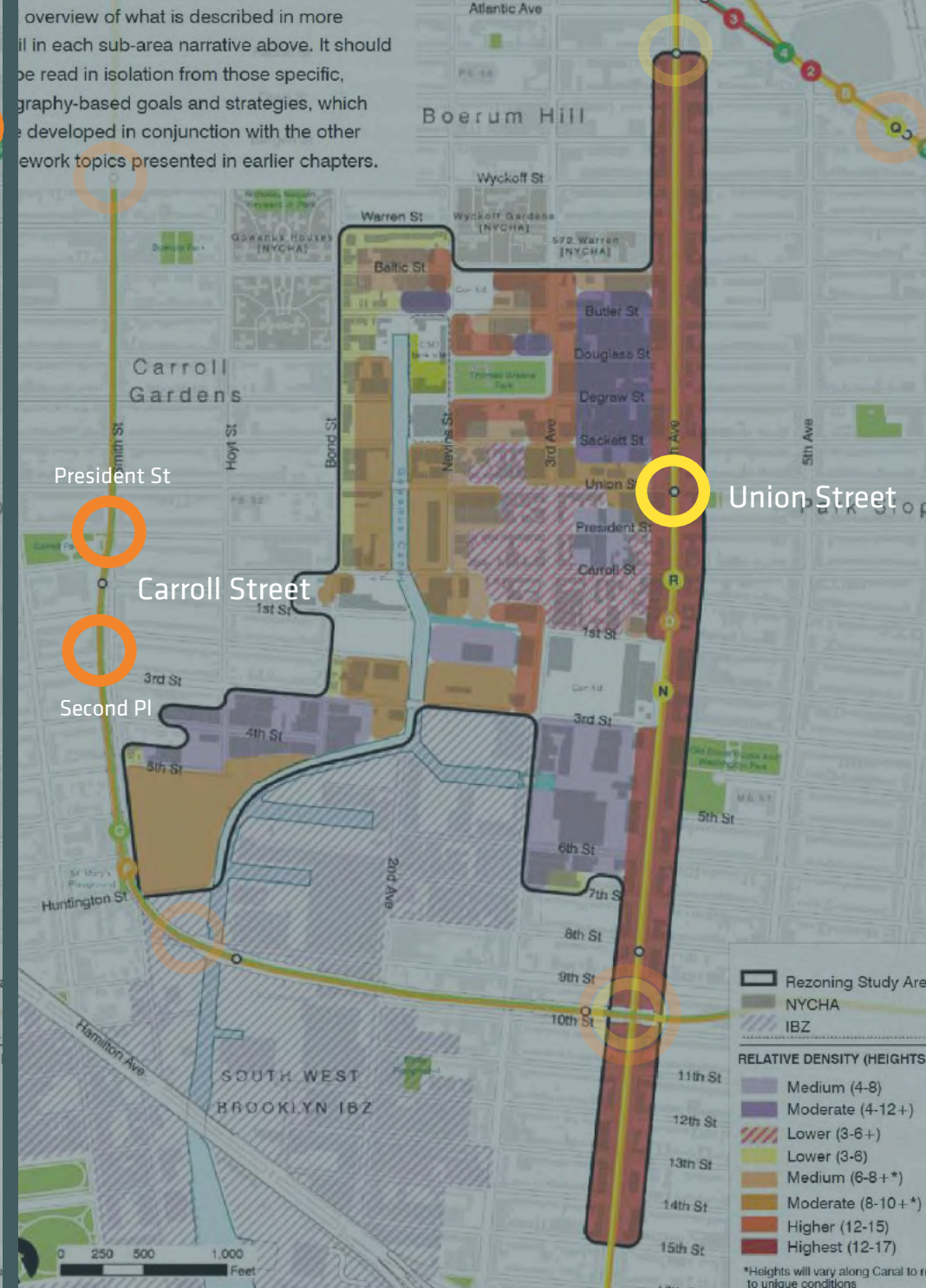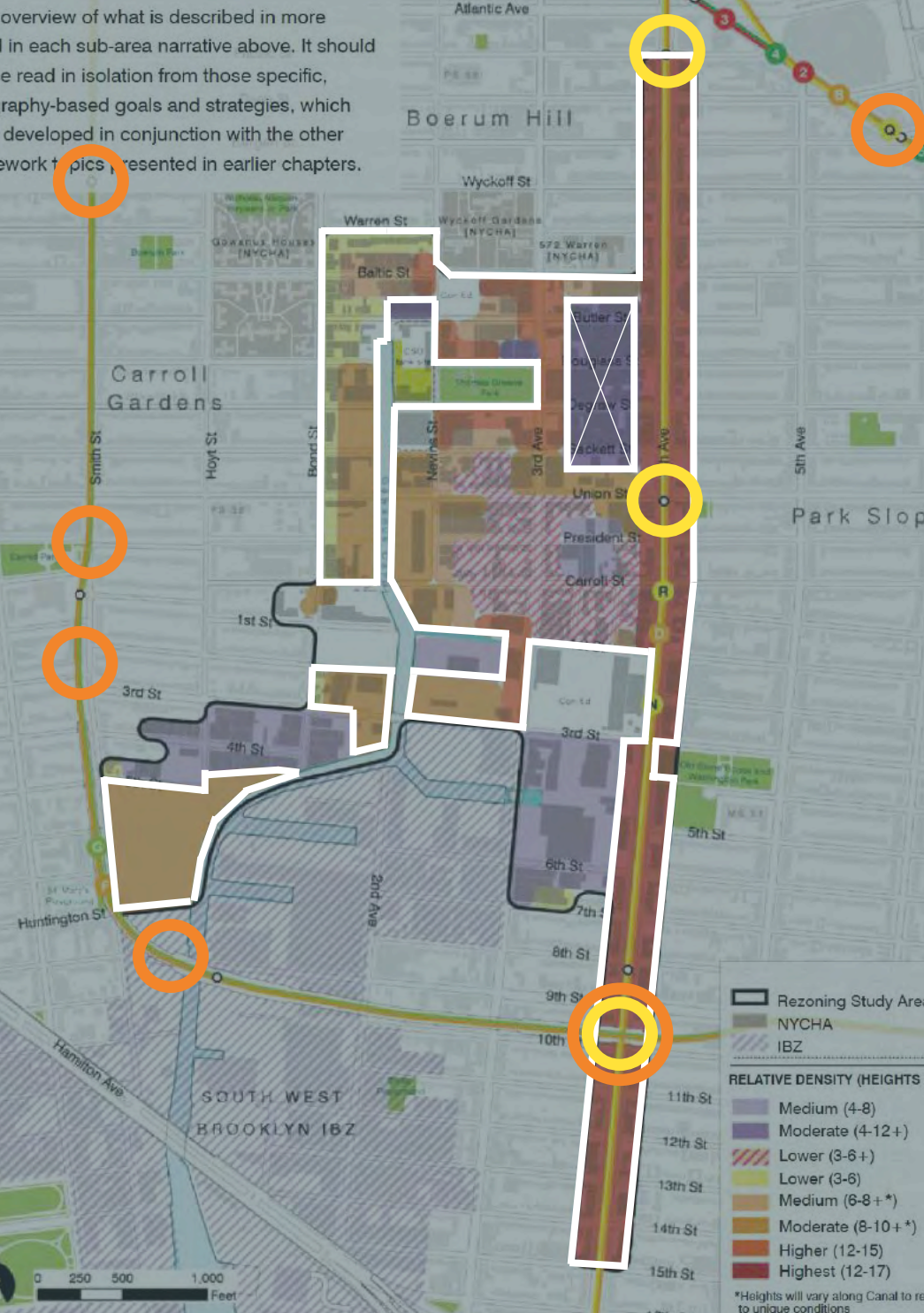
Transit Impact Areas | DCP Gowanus Framework

1st Survey

F/G Carroll Street Northbound
8:00 - 9:00 am
Dec 12 @ President St: 1,162 people
Dec 13 @ Second Pl: 1,219 people
TOTAL **2,381 people**

Dec 12: 8 trains
Dec 13: 10 trains

R160A
2,000 p/train
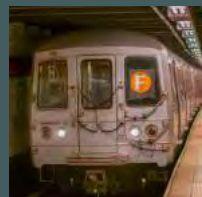
Dec 12: 1 train
Dec 13: 3 trains

R46
1,800 p/train

Dec 12: 8 trains
Dec 13: 8 trains

R46
900 p/train

Dec 12: 17 trains
Dec 13: 21 trains

2nd Survey

F/G Carroll Street Northbound
8:00 - 9:00 am
Jan 09 @ President St: 1,199 people
Jan 10 @ Second Pl: 1,251 people
TOTAL **2,450 people**

Jan 09: 12 trains
Jan 10: 12 trains
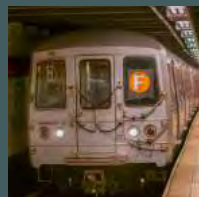
Jan 09: 0 trains
Jan 10: 3 trains

Jan 09: 8 trains
Jan 10: 8 trains

Jan 09: 20 trains
Jan 10: 23 trains

MTA Schedule

8:00 - 9:00 am
Weekday

AVG. RIDERSHIP **2,415 people**
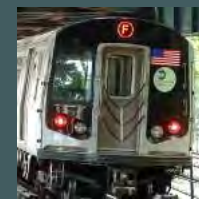
R160A | 10-15 trains
every 4-6 minutes
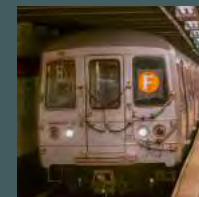
R46 | Included above

R46 | 7 trains
every 8 minutes

17-22 trains (MTA)
20 trains (average)
1:30-1:45 max. time
gap btwn trains

gbd

F & G Train | Carroll Street Subway Station

1st Survey
R Union Street Northbound
8:00 - 9:00 am
Jan 08   **1,349 people**

Jan 08: 3 trains

R160A
2,000 p/train
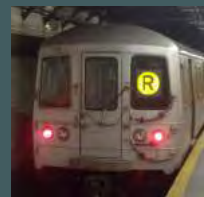
Jan 08: 6 trains

R46
1,800 p/train

TOTAL
Jan 08: 9 trains

2nd Survey
R Union Street Northbound
8:00 - 9:00 am
Jan 15   **1,420 people**
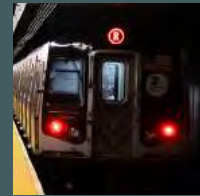
Jan 15: 2 trains
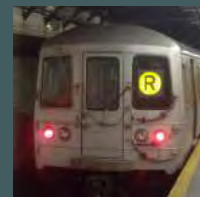
Jan 15: 7 trains

TOTAL
Jan 15: 9 trains

MTA Schedule
8:00 - 9:00 am
Weekday
AVG. RIDERSHIP   **1,385 people**

R160A | 8-10 trains
every 6-7 minutes

R46 | included above

TOTAL
8-10 trains
9 trains (survey average)

R Train | Union Street Subway Station

gbd

Additional Passengers in Framework*

Existing Residential Floor Area	2,628,000 sf	
Potential New Floor Area (High)	23,672,000 sf	(6.68 FAR)
Potential New Floor Area (Low)	18,604,000 sf	(5.39 FAR)

DU Factor 680

Existing Subway Riders	910
Added (High Density)	15,200
Added (Low Density)	11,900

DU Factor 900

Existing Subway Riders	690
Added (High Density)	11,500
Added (Low Density)	9,000

Additional Passengers at Carroll Street and Union Street*

Existing Residential Floor Area	1,422,000 sf	
Potential New Floor Area (High)	19,145,000 sf	(6.10 FAR)
Potential New Floor Area (Low)	15,022,000 sf	(4.87 FAR)

DU Factor 680

Existing Subway Riders	3,800
Added (High Density)	12,300
Added (Low Density)	9,600

DU Factor 900

|	
Existing Subway Riders	3,800
Added (High Density)	9,300
Added (Low Density)	7,300

*New Riders= (Estimated additional residential Floor Area within Subway catchment area) / (DU Factor) * 8.075 * (Weekday Peak hour percentage * Modal Split)

Additional floor area estimates:	Pratt Center estimates based on DCP framework
Weekday Peak hour percentage:	NYC OEC Technical Manual, 2014
Dwelling Unit Factor:	(DU Factor 680 from NYC Zoning Regulations and DU Factor 900 using 363 Bond Street)
Subway Catchment Area:	Framework area clipped by 1/3 mile buffers around Carroll & Union Subway entrances (GbD estimate)
Modal Split:	54% subway for Brooklyn, per: https://www1.nyc.gov/assets/planning/download/pdf/plans/transportation/peripheral_travel_image2.pdf
General Methodology:	NYC OEC Technical Manual, 2014

Transit Zones | Passengers

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Planning

- Align zoning with short and long term infrastructure capacity

- Mandate affordable/senior housing

- Emphasize diverse modes of transport

- Create Gowanus Eco District (GED) with micro-grid

- Preserve manufacturing

- Retain historic character

- Require certification of school seat availability for all new development (ZR 107-121)

- Appropriate mix of retail, services, and community uses; creative/ maker spaces on 3rd and 4th Avenue (no big box)

Shoreline

- Support resiliency measures in GCC Lowlands Master Plan

- Include adaptive zoning requirements that respond to the uncertainties of sea level rise

- Provide public space for amenities, e.g. comfort stations, affordable CSA at or near promenade

- Designate non-profit to program, maintain, and operate the esplanade in partnership with a city agency (DPR)

- Provide access points/boat launches to the waterway

- Require shadow analysis for buildings along canal

Buildings

- Contextual building design; minimize reflective surfaces

- Establish min/max base heights with setbacks

- Reduce/eliminate onsite parking requirements

- Pedestrian-friendly ground floors

- 5-10% for non-residential uses in all buildings

- Limit building heights

- Comply with rigorous sustainability standards as part of a potential Eco-District

- Maintain/create view corridors

GbD Goals

gbd

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GbD Goals

gbd

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