

SOUTH BROOKLYN BROWNFIELD OPPORTUNITY AREA

Step 2 Nomination Study
March 2025



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This report was prepared for Fifth Avenue Committee and the New York State Department of State (DOS) with funds provided under the Brownfield Opportunity Area (BOA) Program.

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Brooklyn Tenants United/Inquilinos Unidos de Brooklyn

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Gowanus Alliance

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Executive Summary



Photo credit: Grain

Executive Summary

This report establishes a vision for neighborhood redevelopment and revitalization in portions of South Brooklyn, New York based on an analysis of the area’s history, assets, and challenges and input from diverse stakeholders across the community. It serves as a formal Nomination Study for the New York State Brownfield Opportunity Area (“BOA”) program, the purpose of which is to identify the reuse potential of strategic sites and area-wide improvements that are catalysts for revitalization in areas that have a large number of known or suspected brownfields and other vacant or abandoned properties.¹

The South Brooklyn BOA Study Area comprises three corridors (“The Corridors”, or “Study Area”) that lie within the borders of Brooklyn Community Board 7 (“CB7”, or “South Brooklyn” for the purposes of this report) and include the upland portion of the Sunset Park neighborhood and portions of Greenwood and Windsor Terrace. While this report at times discusses economic, demographic, housing, and other trends in CB7 that are best understood at scale, the three BOA Corridors within CB7 are the official Study Area and geographies to be considered for this BOA Nomination.

This BOA Nomination Report comes at a time when South Brooklyn sits at a crossroads between two futures. In one, the neighborhood continues to be a place that welcomes New Yorkers of all backgrounds to find employment, housing, and a place to raise their families. In another, current trends contributing to displacement continue without intervention, new development does not provide benefits to longtime and vulnerable residents, and they struggle to make ends meet in an area that, despite its rich social and cultural fabric, becomes less affordable while continuing to struggle with the effects of underutilized and contaminated land, air pollution, and a lack of public space.

¹ As defined by NYS Environmental Conservation Law Section 27-1405, “a brownfield site” or “site” shall mean any real property where a contaminant is present at levels exceeding the Soil Cleanup Objectives or other health-based standards, criteria, or standards adopted by the New York State Department of Environmental Conservation (DEC) based on the reasonably anticipated uses of the property. For a description of real property excluded from this definition see NYS Environmental Conservation Law Section 27-1405 (Section 27-1405). More generally, brownfields are properties where expansion, redevelopment or reuse may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Within a BOA nomination or plan, the term “brownfield site” as defined in Section 27-1405 will be qualified by using “suspected” to include properties where evidence of contamination above threshold levels has not been confirmed. Known or suspected brownfield sites will be referred to as “brownfields” throughout this BOA plan.

As the local economy shifts away from legacy industrial employment and manufacturing, as costs of living rise faster than wages and housing production, and as residents continue to advocate for affordable housing, accessible open space, pedestrian safety, and a neighborhood free from environmental contamination, this BOA report presents an opportunity to document the needs and desires of South Brooklyn residents and guide future development toward their vision for their neighborhoods.

This study is the culmination of extensive collaboration with members of the community and the area's civic and community organizations. The result is a vision for a future in which South Brooklyn contains accessible and affordable housing, employment opportunities, open space, shopping, dining, and community facilities that are resilient and sustainable that its residents deserve. This vision is expressed through a series of goals, strategies, and policy recommendations, visualized through three conceptual developments mapped onto real sites, which serve as templates for future development in South Brooklyn.

Lead Sponsor and Project Team

The South Brooklyn BOA Nomination Study is sponsored by Fifth Avenue Committee (FAC), a not-for-profit, comprehensive community development corporation which has nearly 50 years of experience building, managing and advocating for affordable and safe housing and community facilities, organizing residents around housing and environmental justice and accountable development, educating, training and placing people into family-sustaining jobs, and promoting overall wellbeing of low- and moderate income New York City residents living across South Brooklyn, the BOA Study Area, and beyond.

The Consultant Team responsible for preparing the Study is led by HR&A Advisors, an economic development advisory firm, with support from WXY on urban planning, Grain on public and stakeholder engagement, and Langan Engineering for environmental engineering.

Existing Conditions

The South Brooklyn BOA Study Area is shaped by a combination of demographic, economic, and environmental pressures that both challenge and motivate revitalization. More than half of renter households in the Study Area are rent-burdened, with a significant share paying over 50 percent of their income toward housing. The area's population has continued to diversify, with large immigrant communities, particularly Hispanic, Chinese, and Middle Eastern populations, anchoring neighborhood identity but also facing displacement pressures from rising costs.

Employment in the Study Area has shifted away from legacy manufacturing toward professional services, health care, and food services. While some of these sectors provide opportunities for upward mobility, they have not replaced the number of accessible, living-wage industrial jobs lost over the past two decades. Vacancy rates remain elevated along key corridors, particularly under and adjacent to the BQE, where disinvestment and contamination have historically limited redevelopment potential.

Environmental and public health concerns are acute. Air pollution levels along the BQE and major arterials are noticeably higher than surrounding areas. Several areas experience frequent flooding during storm events due to limited stormwater infrastructure, while a legacy of industrial uses has left many sites with suspected or known soil contamination. The Study Area's access to robust parks and open space remains markedly low.

Key Findings from Inventory and Analysis

From this analysis, several themes emerge:

- **Housing pressure and displacement:** Severe rent burdens and rising housing costs are displacing long-term residents.
- **Shifting employment base:** Industrial job losses and growth in lower-wage service jobs challenge economic stability.
- **Underutilized land:** Vacant lots and brownfields cluster near major infrastructure, representing both liabilities and opportunities for catalytic redevelopment.
- **Environmental burdens:** Air pollution, stormwater flooding, and soil contamination disproportionately affect the neighborhood's most vulnerable residents.
- **Gaps in open space and connectivity:** Access to green space is limited, and unsafe pedestrian conditions isolate residential areas from employment centers and transit.

These conditions underscore the importance of strategic, community-driven redevelopment that links affordable housing, environmental remediation, job creation, and open space improvements.

Community Vision, Goals, and Objectives

Throughout the public engagement process, the consultant team took a proactive stance toward reaching out to various community constituent groups and soliciting their thoughts on the future of development throughout the neighborhood. The South Brooklyn BOA Nomination Study has sought to build community consensus on critical issues and propose a path forward that balances all needs. This has only been possible through continued conversation about and refinement of the BOA Vision, Goals, and Objectives outlined below.

Vision

As vacant and underutilized sites across South Brooklyn are redeveloped over time, the neighborhood will continue its legacy as a place where Brooklynites at all income levels, races and nationalities can access quality, sustainable affordable housing and family-sustaining jobs, while enjoying open green spaces, a clean and safe environment, improved access to public transit and other essential community services.



Photo credit: Grain

Goal 1: Development Without Displacement

Housing affordability was the most consistent and pressing issue discussed in the engagement process. Many families within the project area are at risk of displacement due to rising rents and living costs, and the affordable housing supply is extremely limited. The neighborhoods in the Study Area have a higher share of residents facing severe rent burdens than the New York City average. The following objectives show how land throughout the Study Area can be positioned to serve the community's most pressing needs.

Objective 1.1: Preserve Existing Affordable Housing and Strengthen Housing Security

- South Brooklyn includes many small and mid-sized apartment buildings with homes subject to rent stabilization, as well as some income-restricted, regulated affordable housing. Tenant advocates, including those based in South Brooklyn, have successfully advocated for stronger protections of rent-regulated apartments, to fight tenant harassment, and most recently to limit rent increases for many rental homes through a version of “good cause” eviction. Future development in South Brooklyn should not directly displace affordable housing residents or otherwise weaken housing security.

Objective 1.2: Create Housing Units Affordable to Long-time Neighborhood Residents

- Projects that deliver new deeply and permanently affordable housing should be prioritized for development. New York City's Mandatory Inclusionary Housing policy means that any property that is rezoned in a way that enables or increases the permitted number of homes must set aside 20-30% of units as income-restricted affordable apartments in perpetuity. Future rezonings in South Brooklyn should ensure developments meet or exceed those requirements, with a priority for projects that deliver some units affordable at very low-income levels to match the greatest need for housing within the community.

Objective 1.3: Complete Environmental Remediation on Brownfield Sites

- Workshop participants and Steering Committee members emphasized that environmental remediation on redeveloped brownfield sites is important before they can become valued community spaces. The BOA program helps lay the groundwork to meet this priority by offsetting the costs of remediation and redevelopment of contaminated sites.

Objective 1.4: Expand Economic Opportunities and Community Services for Residents

- Throughout the engagement process, community members and the Steering Committee shared a strong desire for future development to strengthen the economic and social fabric that makes the area a unique and desirable place to live, especially for immigrant communities. Developments can expand economic opportunities for residents by increasing density around transit stops (both existing and future), allowing occupants to access employment while reducing commute times. Developments can also prioritize retail, dining, and commercial businesses in their ground floors that are locally owned and employ local residents. Developments should be built with dedicated community facility space to be used for vocational education, adult education, bridge and workforce training, health care and senior centers, childcare, and other organizations that promote the well-being of South Brooklyn residents.

Objective 1.5: Maintain and Modernize Manufacturing Presence and Accessible Jobs in the Area

- During Steering Committee meetings and supplemental engagement with the Brooklyn Borough President's office, the importance of manufacturing and industrial uses and their economic benefits was emphasized along with new mixed-use models that enable both to co-exist. Future development projects should have clear economic development goals in order to generate opportunities that are open to current residents who may lack college degrees and to meet 21-century industrial and manufacturing needs. While legacy manufacturing has declined in the area, future developments should explore the inclusion of high-tech manufacturing, light industrial and creator space. Developments should consider blending residential uses with manufacturing and commercial space on the same site to promote a range of job opportunities accessible to residents of all backgrounds. These development efforts can be combined with programs that connect local residents to adult education, bridge programming, job training and workforce development efforts both within the Study Area and along the waterfront.

Goal 2: Public Space for Public Good

The Study Area has a high concentration of publicly owned land and facilities, some of which are vacant, underused, or do not represent the best use in a predominantly residential community. As the MTA advances plans for the Interborough Express (IBX) light rail line at the southern edge of the Study Area, numerous underused publicly and privately owned sites will now be proximate to transit and offer new opportunities for reuse. Similarly, the electrification of the MTA bus fleet, presents redevelopment opportunities for existing bus depots, including the Jackie Gleason Bus Depot. Redevelopment of these sites provides an opportunity to create community assets and to work in partnership with government leaders to guide development and reuse toward broader and more equitable public good.

Objective 2.1: Utilize Public Sites for Maximum Affordability

- The strong need for affordable housing in the Study Area makes publicly owned sites particularly attractive for redevelopment, given the fact that government partners, as the landowners, can choose to require development to be 100% affordable housing and to include other publicly serving uses that reposition the sites as community hubs.²

Objective 2.2: Create More Access to Open Space

- Community members described large swaths of the area in need of expanded green and open spaces, especially to the south and west of Greenwood Cemetery and Sunset Park. There was a desire for expanded access to green and open spaces and activities among community members. Suggestions like plantings, playgrounds, and public restrooms were specifically mentioned. Future development in the area should incorporate publicly accessible plazas and open spaces with these features, and collections of adjacent sites should be studied for their use as small open spaces throughout the area.

Objective 2.3: Preserve View Corridors and Respect Built Character

- The Study Area's current green spaces, including Sunset Park itself, are treasured resources for community members, and there was some worry that large developments could impact views towards the Statue of Liberty, New York Harbor and lower Manhattan. The 2009 Sunset

² New York City defines housing as "affordable" when a household spends no more than 1/3 of its income on rent and utilities. Affordable housing is based on a household's percentage of Area Median Income (AMI), which is set by the federal government on a yearly basis.



Photo credit: Grain

Park rezoning protected the view corridor from Greenwood Cemetery to the Statue of Liberty. Given the change in grade from the upland to the east and the waterfront to the west, any rezoning to achieve greater density can and should preserve neighborhood defining view corridors from Greenwood Cemetery and Sunset Park itself to the west. Several community residents expressed concern about new development conflicting with the neighborhood's-built character in terms of scale and density in which zoning actions that enable future development, including affordable housing development, will have to balance these concerns with current and future community needs.

Objective 2.4: Promote Sustainable Development and Anticipate the Effects of Future Planning, Infrastructure, and Climate Change

- The coming of the IBX offers an incredible opportunity for residents to access high-quality public transit, but also brings with it a possibility of heightened development and increases in rent that could increase displacement pressures for existing residents and businesses. In addition, plans for future logistics facilities and distribution infrastructure could change the job market in the area. The MTA's facilities and distribution infrastructure, in particular the electrification of its bus fleet by 2040, could change the redevelopment potential of the Jackie Gleason Bus Depot. Future development projects must take these changes into account and plan around them to meet community needs. In addition, community members expressed a need for future development to be

built as sustainably as possible, and to address environmental concerns that impact public spaces, such as poor drainage and stormwater capacity in parts of the neighborhood. Future developments should incorporate green building materials, rainwater capture and green roofs, renewable energy generation, natural plantings, and other sustainable design to the greatest extent possible.

Goal 3: Connected Communities

Community feedback emphasized the need for future development and planning efforts to center on the interaction between physical connectivity and economic connectivity. Stakeholders in the Study Area have a distinct need for economic opportunities that can provide stability to individuals and families. More than 30% of South Brooklyn residents do not have a high school diploma, meaning economic development in the Study Area must create jobs that are accessible to all residents and paired with the necessary on-going education and workforce investments, at scale, which enable access to those opportunities over the long-term. In addition, the Study Area is well served by subway and bus lines that provide connectivity to other parts of the borough and city, but getting around within the neighborhood can be a challenge due to street safety and inaccessibility.

Objective 3.1: Address Existing Safety Concerns and Transit Accessibility

- Many stakeholders were concerned with streetscape safety, especially at intersections with large streets including 3rd and 4th Avenues. The presence of the elevated Gowanus Expressway is a particular concern among residents while the impact of the buses in and out of the Jackie Gleason Bus Depot was noted by residents living close to the depot. Greater safety for pedestrians and cyclists and easier access to subway stations were desired as well. The pedestrian and public realm improvements proposed through the BOA plan will increase connectivity between the neighborhood's residential areas and the industrial and commercial employment hubs along major avenues and the Sunset Park waterfront.

Objective 3.2: Consider Senior Needs and Overall Accessibility

- There was a desire across multiple stakeholder groups for improved accessibility throughout the Study Area's sidewalks, parks, and public spaces, as well as a need for amenities that address senior needs and the needs of



Photo credit: Grain

those with mobility issues to be included in development projects. There is a particular desire for accessibility improvements at transit stations and their surroundings, ADA accessible apartment buildings, and senior-focused community centers that provide recreation, health, and other services to target populations.

Objective 3.3: Support Small Businesses Throughout the Community

- Small stores and street-stand style businesses figure prominently in the commercial landscape of the neighborhood, and residents wanted to see that quality maintained and promoted through small business support programs such as storefront improvement grants and paths to ownership. New developments should configure spaces that are more likely to be filled by local, small businesses and prioritize placing locally owned small businesses in their commercial spaces to maintain the area's diversity of retail and dining options welcoming to a range of local residents. This opportunity can be strengthened in combination with open space priorities to improve public realm safety and increase green spaces.

Public Engagement

The Public Engagement Plan for the South Brooklyn BOA was structured to complement and build on the robust and deep relationships FAC has throughout the project area. In creating the Public Engagement Plan for the South Brooklyn BOA, FAC and the consultant team carefully considered strategies to reach stakeholders throughout CB7 that would ensure wide participation and opportunities for detailed feedback on the project opportunities. The team's focus was on utilizing the BOA process as a tool for creating community consensus on priorities for future development throughout the Study Area. Engagement efforts began with a series of broad inquiries to the Steering Committee and in Public Meetings and progressively narrowed as community priorities became clearer. Using those priorities as guidelines, the team proposed development concepts that could be applied and implemented throughout the Study Area through the redevelopment of vacant or underutilized sites and more broadly through area-wide investments. The process prioritized a conversational approach with community members, first listening to their desires and then confirming conceptual approaches in Steering Committee, public, and focus group meetings at later stages.

BOA Steering Committee

FAC enlisted the guidance of a Steering Committee to engage community partners and guide the South Brooklyn BOA Nomination Plan. Steering Committee members represented local community organizations, service providers, economic and workforce experts, private businesses, local elected officials and government agencies. This wide range of perspectives ensured the project team's concepts and process accounted for the various needs of community members.

Community Stakeholders

- 37th Street Block Association
- Arab-American Association of New York
- Brooklyn Tenants United/Inquilinos Unidos de Brooklyn
- Chinese-American Planning Council
- Gowanus Alliance
- Green-Wood Cemetery
- Mixteca
- Neighbors Helping Neighbors
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- NYC Council Member Alexa Aviles
- State Senator Andrew Gouardes
- State Senator Iwen Chu

State and Local Government Offices

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- NYC Department of Transportation
- NYC Economic Development Corporation
- NYC Mayor's Office of Environmental Remediation
- Metropolitan Transportation Authority
- NYS Department of State



Steering Committee Meetings

BOA Corridors and Strategic Sites

Corridor Framework

Recognizing the diverse demographic patterns and land uses present in South Brooklyn, FAC is pursuing the nomination of three targeted corridors as the South Brooklyn BOA Study Area. Each corridor serves as a buffer zone between the area's major infrastructure and surrounding residential, industrial, and commercial uses, but contains unique development opportunities. These three corridors are:

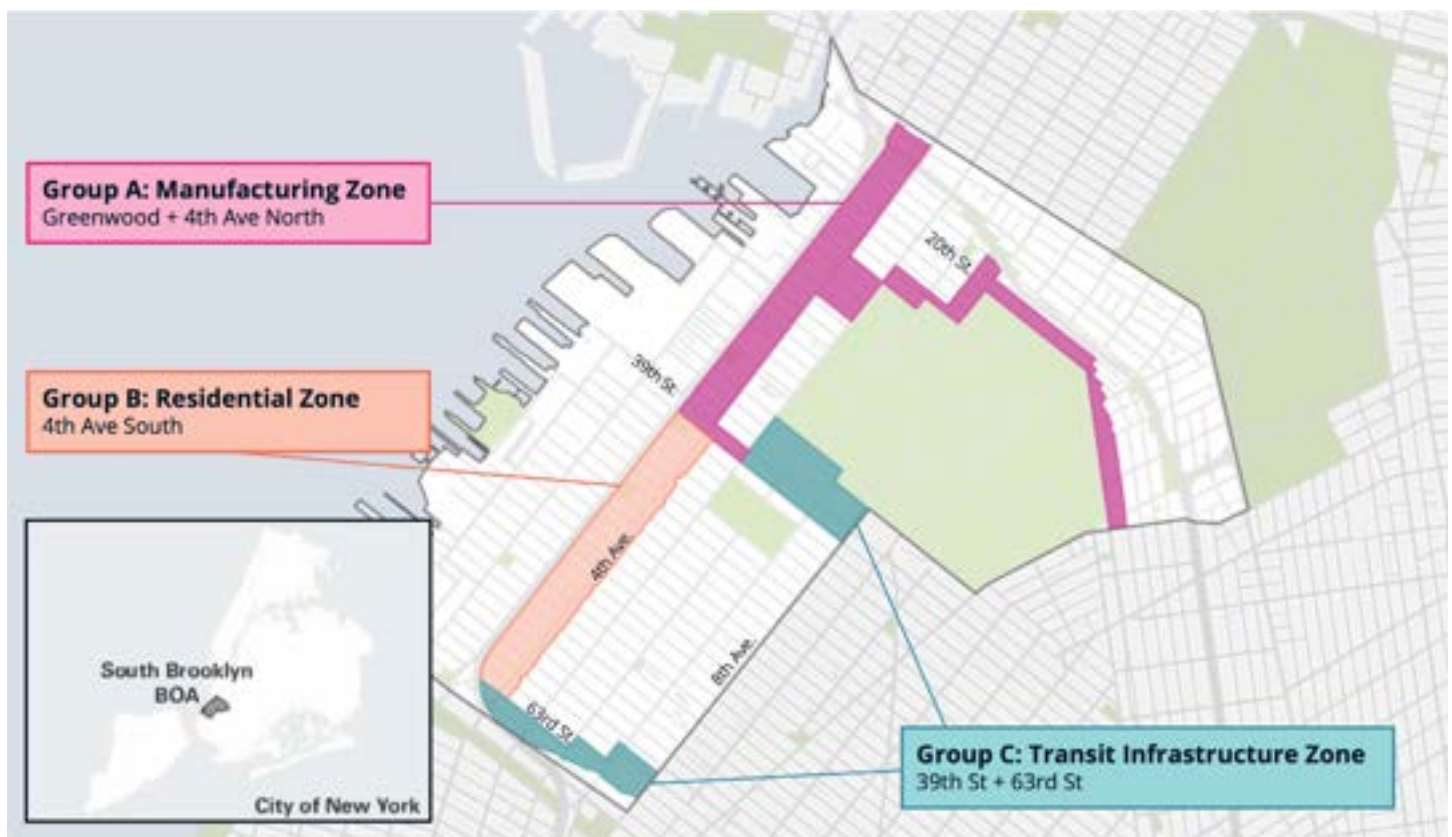
- Group A “Manufacturing Zone” (237 Acres): The block between 3rd and 4th Avenues between 15th and 40th Streets; the block following the northern and northeastern border of Greenwood Cemetery
- Group B “Residential Zone” (128 Acres): The block between 3rd and 4th Avenues between 40th to 63rd Street.
- Group C “Transit Infrastructure Zone” (77 Acres): The area between 37th and 39th Streets between 5th and 8th Avenues; the area between 63rd Street and the rail cut between 3rd and 6th Avenues, by 62nd Street between 6th and 7th Avenues, and by the mid-block between 60th and 61st Streets between 7th Avenue and 8th Avenues.

BOA Strategic Sites

The BOA Team analyzed all properties in the BOA Study Area to identify the best sites on which to test representative development concepts that could exemplify the community vision, goals, strategies, and final policy recommendations. Sites were narrowed down based on the criteria below:

- Lot size of at least 10,000 sq. ft. (including multiple parcels with shared ownership)
- Currently less than 1/3 built out (based on existing zoning/FAR)
- Excluding uses that are undesirable to move or displace (e.g. schools, rent-regulated housing, quality job centers)
- Represent a range of ownership types (e.g. public and private), location, and job generation potential

After identifying several promising clusters of sites, the Team worked with the Steering Committee and community members to select three sites that could be used to illustrate development concepts supportive of the vision and goals outlined earlier in this chapter. All three concepts adopt zoning reforms included in New York City's "City of Yes" initiative, detailed in "Section I: Project Description and Boundary.



Strategic Sites

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Site 1:

An MTA-owned parking lot and its adjoining substations across from the Jackie Gleason Bus Depot on the west side of 5th Avenue between 37th and 38th Streets, centered at **483 38th Street**. This report recommends that underutilized publicly owned land be prioritized for 100% affordable housing development. This concept illustrates what it would look like to maximize affordable housing through a rezoning involving this site, while including community facility space and neighborhood-serving retail to meet other community needs. In total, the site could accommodate as many as 237 new affordable apartments, as well as more than 30,000 square feet of community-serving retail and service space. While this concept maximizes the floor-area-ratio of the site to demonstrate housing potential, residents from 37th Street near the site emphasized the need for future development to remain cognizant of the size of surrounding buildings and match their built character. This concept speaks to local environmental concerns by prioritizing green stormwater infrastructure to capture runoff, a major concern of residents in surrounding streets. In addition, it recommends the improvement of adjacent bicycle infrastructure and the addition of open space across the street.

Site 1: Goals and Objectives Met

Goals:

1. Development Without Displacement

Objectives:

- 1.1: Preserve Existing Affordable Housing and Strengthen Housing Security
- 1.2: Create Housing Units Affordable to Long-time Neighborhood Residents
- 1.3: Complete Environmental Remediation on Brownfield Sites
- 1.4: Expand Economic Opportunities and Community Services for Residents
- 1.5: Maintain and Modernize Manufacturing Presence and Accessible Jobs in the Area

2. Public Space for Public Good

- 2.1: Utilize Public Sites for Maximum Affordability
- 2.2: Create More Access to Open Space
- 2.3: Preserve View Corridors and Respect Built Character
- 2.4: Promote Sustainable Development and Anticipate the Effects of Future Planning, Infrastructure, and Climate Change

3. Connected Communities

- 3.1: Address Existing Safety Concerns and Transit Accessibility
- 3.2: Consider Senior Needs and Overall Accessibility
- 3.3: Support Small Businesses Throughout the Community

Site 1 Test Fit

Leveraging publicly-owned land to create affordable housing and community facilities while reducing bulk near surrounding residential uses.

Existing M1-2 Zoning District

13,472

Existing SF



- Residential
- Retail
- Community Facility
- Transportation & Utility

Proposed R7D / C2-4 and R6A Zoning Districts

178,000

Residential SF

12,800

Retail SF

19,400

Community Facility SF

228

Est. Housing Units

*100% Affordable, Publicly-Owned Site

45

Approx. Jobs Onsite

Site 2:

A collection of sites on the western half of the block between 35th and 36th streets along 3rd Avenue and the elevated Gowanus Expressway/Brooklyn Queens Expressway (BQE), centered at **327 36th Street**. This report recommends the preservation and expansion of manufacturing uses where appropriate and prioritizes the preservation of jobs that are accessible to residents of all backgrounds. To achieve these goals along with the community's housing goals, this concept blends manufacturing, commercial, and residential uses onto the same site. In order to speak to the community's open space and environmental goals and objectives, this site places the manufacturing use closest to the Brooklyn-Queens Expressway, blocking the public open space and residential uses from the highway's noise and immediate air pollution.

This development also proposes pedestrian and bicycle infrastructure improvements on adjacent streets, emphasizing its connection with the major employment center of Industry City and the Sunset Park waterfront across 3rd Avenue.

In total, this site could support approximately 278 residential units, 69 of which would be affordable under New York City's Mandatory Inclusionary Housing policy assuming MIH Option 1, along with over 100,000 square feet of manufacturing space. This manufacturing space could host high-tech green manufacturing, a community priority identified in concurrent planning processes, as well as spaces for smaller manufacturers and creators to gain a foothold in one of Brooklyn's industrial centers.

Site 2: Goals and Objectives Met

Goals:

1. Development Without Displacement

Objectives:

- 1.1: Preserve Existing Affordable Housing and Strengthen Housing Security
- 1.2: Create Housing Units Affordable to Long-time Neighborhood Residents
- 1.3: Complete Environmental Remediation on Brownfield Sites
- 1.4: Expand Economic Opportunities and Community Services for Residents
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Site 2 Test Fit

Large site offers flexibility to place light industrial space independent of below building with multiple residential typologies.

Existing M1-2d Zoning District

87,967
Existing SF



Residential
 Retail
 Manufacturing
 Public Open Space
 Open Space Amenity

Proposed R7D / M1-4 and R6A / M1-4 Zoning District

277,800
Residential SF

10,000
Retail SF

101,500
Manufacturing SF

278
Approx. Res Units

69
Est. Affordable Units

284
Approx. Jobs Onsite

Site 3:

A collection of sites on the southeast corner of 61st Street and 7th Avenue bordering the rail alignment of the N train and the future Interborough Express, centered at **6101 7th Avenue**. This concept proposes the assemblage of a collection of privately owned sites immediately adjacent to the 8th Avenue N Train Stop and future Interborough Express station for over 189,000 square feet of mixed-income housing, over 11,000 square feet of neighborhood-serving retail, along with community facilities and public open space. This concept seeks to preempt the potential displacement associated with a new rapid transit route and includes over 17,000 square feet of community facility space. Feedback from nearby residents urged that this community

space be prioritized for a senior center along with programming from senior-serving and other community organizations. Notably, this concept also proposes a green corridor, similar to the public access provided on privately owned waterfront sites that have been recently rezoned in Gowanus and elsewhere in NYC, along the future transit route, providing much needed open space in a portion of the city that has historically lacked it. Additionally, this proposal can be combined with a land banking strategy by the State along the entire IBX corridor to ensure that a range of community needs from affordable housing, to open and community facility spaces and job generating uses are created or maintained.

Site 3: Goals and Objectives Met

Goals:

1. Development Without Displacement

Objectives:

- 1.1: Preserve Existing Affordable Housing and Strengthen Housing Security
- 1.2: Create Housing Units Affordable to Long-time Neighborhood Residents
- 1.3: Complete Environmental Remediation on Brownfield Sites
- 1.4: Expand Economic Opportunities and Community Services for Residents
- 1.5: Maintain and Modernize Manufacturing Presence and Accessible Jobs in the Area

2. Public Space for Public Good

- 2.1: Utilize Public Sites for Maximum Affordability
- 2.2: Create More Access to Open Space
- 2.3: Preserve View Corridors and Respect Built Character
- 2.4: Promote Sustainable Development and Anticipate the Effects of Future Planning, Infrastructure, and Climate Change

3. Connected Communities

- 3.1: Address Existing Safety Concerns and Transit Accessibility
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- 3.3: Support Small Businesses Throughout the Community

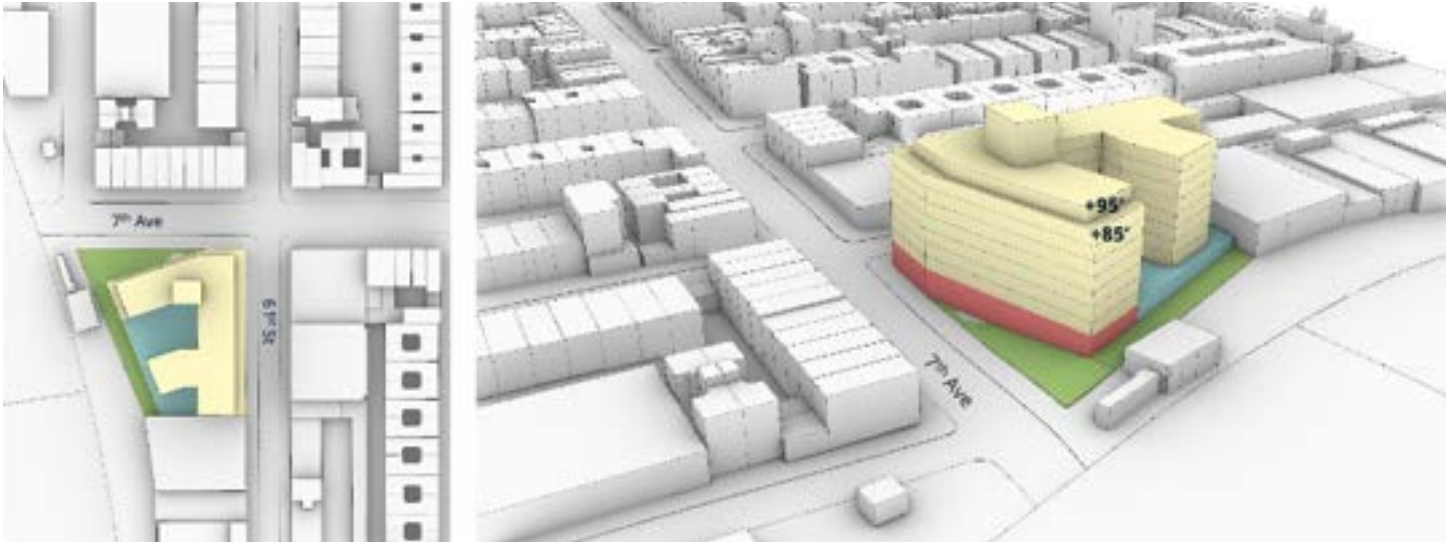
Site 3 Test Fit

A mix of uses and open space connection near the planned Interborough Express transit line.

Existing M1-1 Zoning District

26,469

Existing SF



Residential
 Retail
 Community Facility
 Public Open Space

R7B / M1-4 Zoning District

189,200

Residential SF

189

Approx. Res Units

11,300

Retail SF

47

MIH 25% Affordable

17,300

Com Facility SF

41

Approx. Jobs Onsite

Policy Recommendations and Next Steps

The final stage of the BOA Nomination process culminated in formalizing several policy recommendations meant to achieve the vision and goals set forth by the Steering Committee and community. The vision, goals, objectives, and policy recommendations are showcased in various combinations by the three strategic sites. These recommendations lay out a roadmap for residents, community-based organizations, developers, government agencies and public officials to prioritize developments and initiatives in South Brooklyn that center economic opportunity and mobility, affordable housing, open space, public health and safety, and environmental responsibility.

Development Without Displacement

- Promote affordable housing, neighborhood-serving retail, and community facilities on underutilized M-zoned sites, particularly between 3rd and 4th Avenues, through rezoning for mixed-use districts.
- Land-bank sites along the future IBX transit line near future stations to promote affordable housing and economic development.
- Step buildings down on side streets east of 4th Avenue to mid-block context to preserve light and air access for nearby residential uses.
- Integrate industrial/manufacturing uses within mixed-use districts near 3rd Avenue and the Southwest Brooklyn IBZ that promote green, high-tech, light industrial, and creative industries.

Public Space for Public Good

- Utilize publicly owned land for 100% affordable housing production and to promote open, green space.
- Partner community organizations with developers to program space for educational, workforce development, health care, senior, and local small business uses, particularly along north-south Avenues where community serving corridors already exist.
- Preserve the active street front of north-south avenues by promoting programs that assist legacy small businesses and nonprofits with purchasing their buildings or developing agreements with landlords.

Connected Communities

- Establish a continuous green corridor along the future Interborough Express (IBX) alignment by requiring publicly and privately owned redevelopment sites to include publicly accessible open space, such as a walking and biking trail, throughout the section of South Brooklyn that currently lacks access to parks and green space.
- Prioritize developments that center open space improvements, sustainable development, and green infrastructure, including Passive House and net zero development, increased planting and rain gardens to mitigate stormwater events and flooding, improved pedestrian and bike safety, and improved air quality along the BQE corridor.
- Reduce truck traffic along major corridors by supporting development that integrates with freight transfer hubs on the future Interborough Express (IBX) and existing freight rail line while concentrating manufacturing and logistics uses near established truck routes such as 39th Street and 3rd Avenue.



Public Community Meeting

Policy Recommendations Illustrated by Strategic Sites

Goal	Policy Recommendations	Applicable Strategic Sites
1. Development Without Displacement	Promote affordable housing, neighborhood-serving retail, and community facilities on underutilized M-zoned sites, particularly between 3 rd and 4 th Avenues, through rezoning for mixed-use districts.	Site 1, Site 2, Site 3
	Land-bank sites along the future IBX transit line near future stations to promote affordable housing and economic development.	Site 3
	Step buildings down on side streets east of 4 th Avenue to mid-block context to preserve light and air access for nearby residential uses.	Site 1, Site 2
	Integrate industrial/manufacturing uses within mixed-use districts near 3 rd Avenue and the Southwest Brooklyn IBZ that promote green, high-tech, light industrial, and creative industries.	Site 2
2. Public Space for Public Good	Utilize publicly owned land for 100% affordable housing production and to promote open, green space.	Site 1
	Partner community organizations with developers to program space for educational, workforce development, health care, senior, and local small business uses, particularly along north-south Avenues where community serving corridors already exist.	Site 1, Site 2, Site 3
	Preserve the active street front of north-south avenues by promoting programs that assist legacy small businesses and nonprofits with purchasing their buildings or developing agreements with landlords.	Site 1, Site 3
3. Connected Communities	Establish a continuous green corridor along the future Interborough Express (IBX) alignment by requiring publicly and privately owned redevelopment sites to include publicly accessible open space, such as a walking and biking trail, throughout the section of South Brooklyn that currently lacks access to parks and green space.	Site 3
	Prioritize developments that center open space improvements, sustainable development, and green infrastructure, including Passive House and net zero development, increased planting and rain gardens to mitigate stormwater events and flooding, improved pedestrian and bike safety, and improved air quality along the BQE corridor.	Site 1, Site 2, Site 3
	Reduce truck traffic along major corridors by supporting development that integrates with freight transfer hubs on the future Interborough Express (IBX) and existing freight rail line while concentrating manufacturing and logistics uses near established truck routes such as 39 th Street and 3 rd Avenue.	Site 3

Section I: Project Description and Boundary

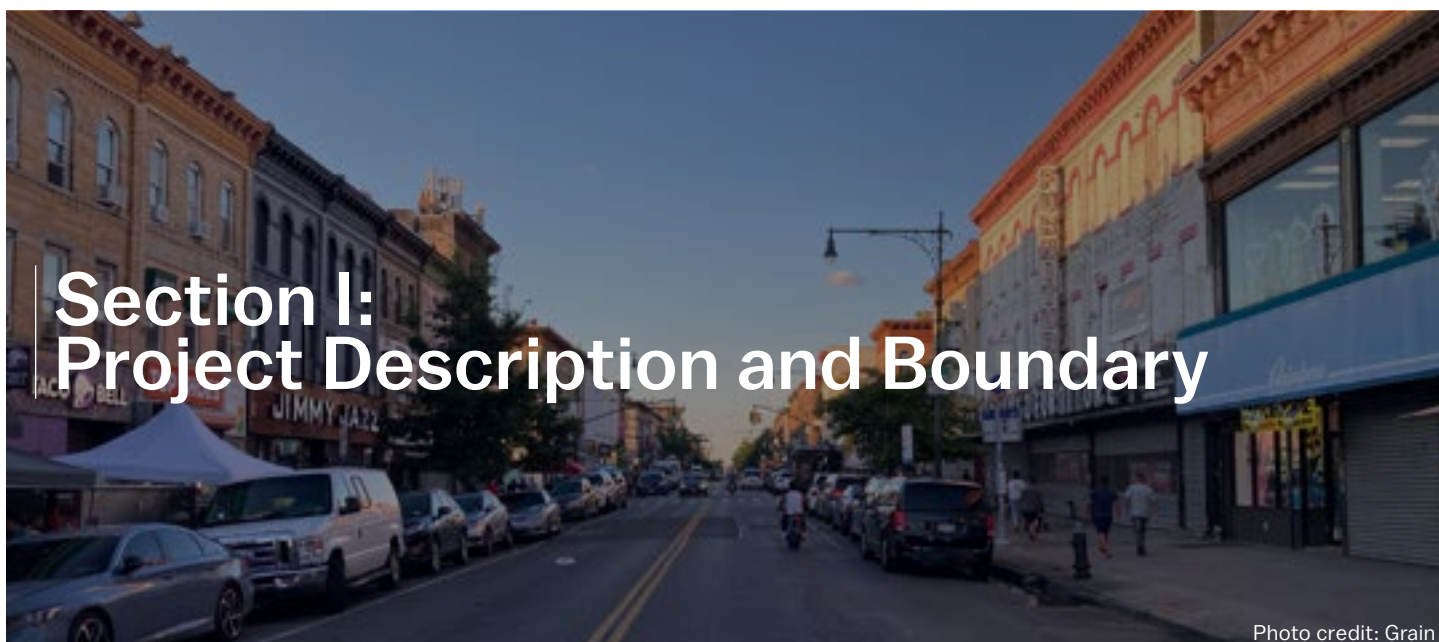


Photo credit: Grain

Project Overview

The South Brooklyn Brownfield Opportunity Area (BOA) study examines the history, challenges, opportunities, and vision for a Study Area comprising three corridors (“the Corridors” or “Study Area”) that lie within the borders of Brooklyn Community Board 7 (“CB7”, or “South Brooklyn” for the purposes of this report). While this report discusses demographic, housing, economic, and other trends across the entirety of CB7 to understand planning context at scale, the three Corridors are the official Study Area and geographies to be considered for this BOA Nomination.³

Nestled between the neighborhoods of Gowanus and Bay Ridge, CB7 encompasses all of the Sunset Park neighborhood and portions of the Windsor Terrace neighborhood along the north side of Greenwood Cemetery in Greenwood Heights. It is bound by 15th Street and Prospect Park on the north, Fort Hamilton Parkway and 8th Ave on the east, 65th Street on the south, and extends to the Brooklyn Waterfront on the west. Comprising approximately 2,440 acres, the area contains numerous brownfield sites and other abandoned, vacant, or partially developed sites interspersed with its diversity of residential, industrial, and commercial uses.

South Brooklyn lies at a crossroads between two futures, one in which it continues to be a place that welcomes New Yorkers of all backgrounds to find employment, housing, and a place to raise their families, and a future in which its most vulnerable residents face increasing displacement pressures due to decreasing housing affordability and fewer job prospects available locally. As the local economy shifts away from legacy industrial employment and manufacturing, as costs of living rise faster than wages and housing production, and as residents continue to advocate for affordable housing, accessible open space, pedestrian safety, and a neighborhood free

³ As defined by NYS Environmental Conservation Law Section 27-1405, “a brownfield site” or “site” shall mean any real property where a contaminant is present at levels exceeding the Soil Cleanup Objectives or other health-based standards, criteria, or standards adopted by the New York State Department of Environmental Conservation (DEC) based on the reasonably anticipated uses of the property. For a description of real property excluded from this definition see NYS Environmental Conservation Law Section 27-1405 (Section 27-1405). More generally, brownfields are properties where expansion, redevelopment or reuse may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Within a BOA nomination or plan, the term “brownfield site” as defined in Section 27-1405 will be qualified by using “suspected” to include properties where evidence of contamination above threshold levels has not been confirmed. Known or suspected brownfield sites will be referred to as “brownfields” throughout this BOA plan.

from environmental contamination, this BOA report presents an opportunity to document the needs and desires of South Brooklyn residents and guide future development toward their vision for their neighborhoods.

This BOA Nomination is sponsored by Fifth Avenue Committee (FAC), which has a long history of advocating for affordable and safe housing, tenants' rights, family-sustaining jobs, and the overall wellbeing of residents of South Brooklyn Study Area.

It is the culmination of extensive collaboration with members of the community and the area's civic and philanthropic organizations, local elected officials and government agencies. The result is a vision for a future in which South Brooklyn contains accessible housing, employment opportunities, open space, shopping, dining, and community facilities that its residents deserve. These goals are visualized through three conceptual developments, mapped onto real sites, that serve as templates for future development in South Brooklyn.



Photo credit: Grain

BOA Boundary

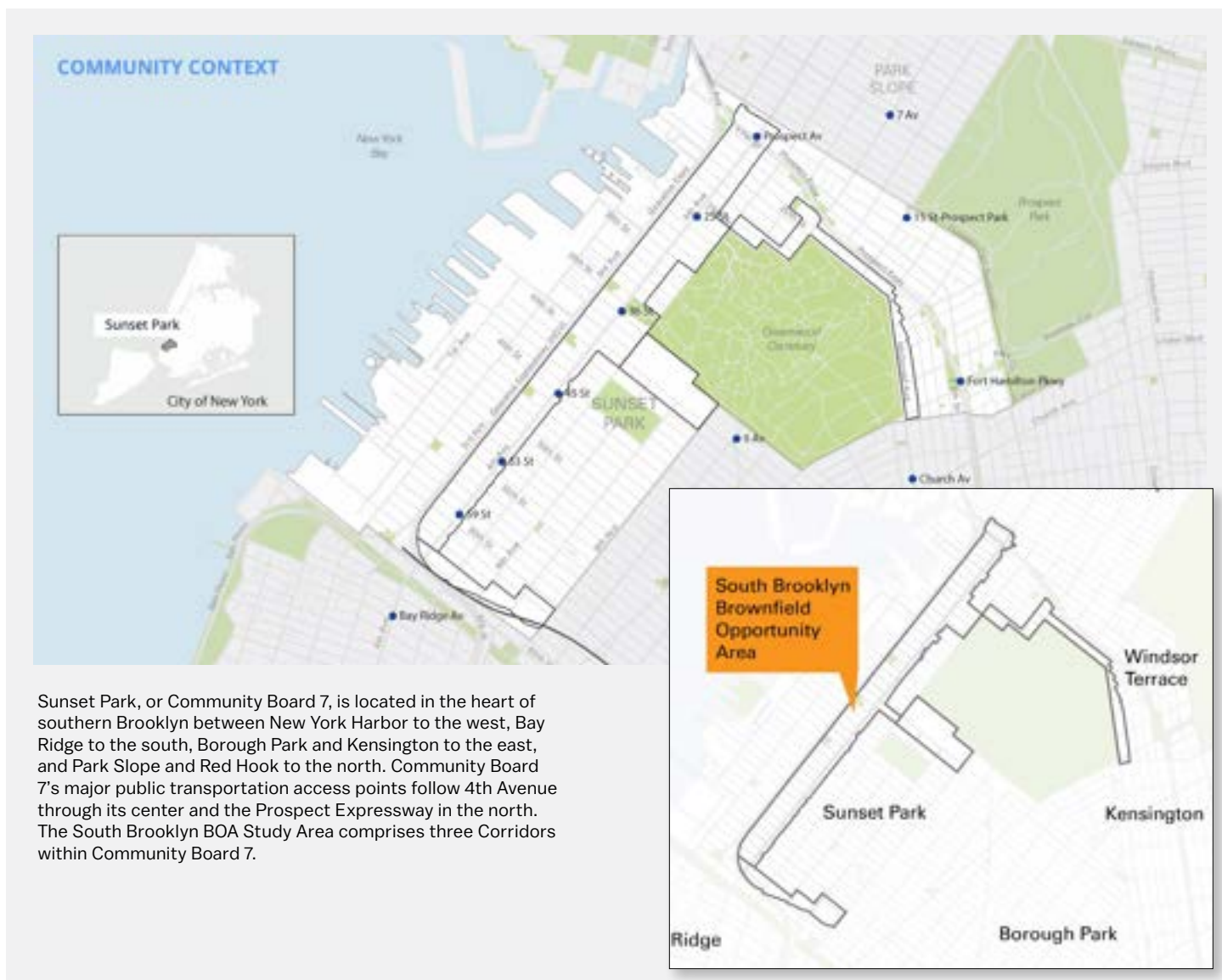
FAC is pursuing the nomination of three priority Corridors east of 3rd Avenue, each with a unique development context. These corridors comprise a total of approximately 454 acres and roughly follow the boundaries below:

- **Group A** - Manufacturing Zone (237 Acres): The blocks between 3rd and 4th Avenues between 15th and 40th Streets, as well as the blocks following the northern and northeastern border of Greenwood Cemetery.
- **Group B** - Residential Zone (128 Acres): The blocks between 3rd and 4th Avenues between 40th and 63rd Streets;
- **Group C** - Transit Infrastructure Zone (77 Acres): The blocks between 37th and 39th Streets

between 5th and 8th Avenues; between 63rd Street and the rail cut between 3rd and 6th Avenues; by 62nd Street between 6th and 7th Avenues; and by the mid-block between 60th and 61st Streets between 7th Avenue and 8th Avenues.

These corridors comprise the BOA Study Area and are considered “buffer zones” between residential and industrial uses in CB7. Located near disruptive transportation infrastructure or other physical barriers, they have a high concentration of underutilized and potentially contaminated sites, yet also present strong development and investment potential to address the area’s housing, employment, and open space needs.

By focusing the South Brooklyn BOA Study Area on three discreet and thematic corridors, the BOA will help advance consensus and clarity between the public and private sectors on how to facilitate future development in these areas.



Group A – Manufacturing Zone (Greenwood Ave and 4th Ave North)

Group A is comprised of two areas roughly surrounding the eastern, northern, and northeastern borders of Greenwood Cemetery.

The “4th Avenue North” section comprises 186 acres and is bound to the west by 3rd Avenue, to the north by 15th Street, to the south by 40th Street, and to the east by the middle of the block between 4th and 5th Avenues (with two extensions all the way to 5th Avenue between 24th and 29th Street as well as between 34th and 40th Street). The “Windsor Terrace” section comprises 51 acres and follows the northern and northeastern boundary of Greenwood Cemetery inward by roughly one block between 5th Avenue in the west and Caton Avenue in the east.

Together, these two sections comprise the portions of CB7 that surround Greenwood Cemetery and are hemmed in by transportation infrastructure that disrupts the fabric of the neighborhood, including the Brooklyn-Queens Expressway, the MTA 36th-38th Street Rail Yard and Jackie Gleason Bus Depot, and the Prospect Expressway. Group A stands out for its conflicting manufacturing and residential zoning and land uses, with the 4th Avenue North section being zoned for light manufacturing uses despite widespread residential development interspersed with low-rise industrial/warehousing, and the majority of the Windsor Terrace section being zoned for mid-density residential uses with the exception of a low-rise industrial/warehousing section.

Group A presents an opportunity for future development to focus on the need for housing, community facilities, and retail in an area that has seen increased housing cost pressures and a decrease in industrial employment, as well as a need for pedestrian safety measures and streetscape improvements surrounding Greenwood Cemetery. Future development may also wish to focus on providing employment in manufacturing/creative spaces given the area’s role as a buffer between the industrial waterfront and more residential areas to the west.

Group B – Residential Zone (4th Ave South)

Group B contains 128 acres and refers to the “4th Avenue South” section of the Study Area and is bordered by 40th

Street in the north, 3rd Avenue in the west, 63rd Street in the south, and roughly 1/3 of the length of the block between 4th and 5th Avenues in the east.

This area stands out as a border zone between the BQE and CB7’s residential areas to the east. It is zoned mostly for mid-density residential use and contains multifamily residential uses with the exception of some low-rise industrial buildings and vacant lots. This area serves as a transition area between the Study Area’s residential uses and the more industrial employment center to the west along the waterfront. Therefore, future development can consider creative ways to provide both housing and employment opportunities in Group B while enhancing the public realm through streetscape improvements and increased green space.

Group C – Transit Infrastructure Zone (39th Street and 63rd Street)

Group C is unique in that it comprises two non-contiguous sections containing mostly industrial uses and significant transportation infrastructure. The “39th Street” section comprises 51 acres and contains the large MTA 36th-38th Street Railyard and Bus Depot (“MTA Railyard”) and is bordered by Greenwood Cemetery to the north, 8th Avenue to the west, 40th Street to the south, and 5th Avenue to the east. The future use of the MTA Railyard and Jackie Gleason Bus Depot has recently been discussed given plans for the electrification of the city’s bus fleet and the possibility of rerouting train maintenance



to other MTA facilities, therefore opening the possibility that a large portion of this area will one day be open for alternative uses to transportation.

The “63rd Street” section comprises 38 acres and contains the portions of the Study Area running along the N and W train rail cut along its southern border. The 63rd Street section is bordered on its north by 63rd Street between 3rd and 6th Avenues, by 62nd Street between 6th and 7th Avenues, and by the mid-block between 60th and 61st Streets between 7th Avenue and 8th Avenue. It is bordered by 8th Avenue to the east. Plans for the Interborough Express (IBX), which will run light rail service from Sunset Park to Woodside in Queens, currently call for a station along the southern end of the Study Area at the 63rd Street section of the Group C corridor.

Group C presents an opportunity for future development to get ahead of land speculation and the increased land values and costs of living that come with it through the construction of affordable housing and other community assets that prevent displacement of existing residents and businesses.

Project Scope

In 2019, Fifth Avenue Committee received a grant from New York State Department of State (DOS) to carry out this Nomination Study.

The BOA Program was created to provide communities grant funding and technical assistance to develop area-wide, community-driven plans to bring underutilized brownfield sites back into active use, transforming them into catalytic properties that align with neighborhood priorities for economic and environmental revitalization. A brownfield is a former industrial or commercial site where future use is affected by real or perceived environmental contamination.

The program is designed to support cities and organizations in achieving the following goals:

- Assess the full range of community redevelopment opportunities posed by a concentration of brownfields.
- Build a shared community vision for the reuse of strategic sites.
- Establish the multi-agency and private-sector partnerships necessary to leverage assistance and investments for community improvement.
- Address environmental justice concerns for local communities.

The BOA Program takes a neighborhood approach to environmental remediation. This approach allows communities to comprehensively assess existing

economic and environmental conditions associated with brownfield sites, prioritize community-driven redevelopment opportunities, and attract public and private investment. Through the BOA Program, brownfields can be transformed from neighborhood liabilities to assets that address community needs, such as economic opportunities, affordable housing, supportive services, and a more connected urban fabric.

Lead Project Sponsors

Fifth Avenue Committee (FAC)

The South Brooklyn BOA is sponsored by Fifth Avenue Committee (FAC). Founded in 1978, FAC is a comprehensive community organization that advances economic, social and racial justice by building vibrant, diverse communities where residents have genuine opportunities to achieve their goals, as well as the power to shape the community’s future. FAC is involved in affordable housing development, tenant and community organizing, economic empowerment initiatives, and advocacy for policies that enhance the quality of life and opportunities available to New York City residents.

Consultant Team

FAC and DOS have been supported by a consultant team led by HR&A Advisors and supported by WXY architecture + urban design (WXY), Grain, and Langan. The team brings extensive experience in urban planning and economic policy, community engagement, urban design, and environmental analysis, with each organization taking on the following roles:

- HR&A – Project management, market & economic analysis, financial analysis, equity strategy
- WXY – Land use and planning analysis, site analysis, urban design strategies
- Grain – Public and stakeholder engagement
- Langan – Environmental analysis

Steering Committee

Throughout the study, FAC was guided by a 39-member BOA Steering Committee comprising representatives from City and State agencies, local elected officials, local employers, property owners, neighborhood associations, public health advocates and residents. Additional information about the Steering Committee process is detailed in Section II.

Community Vision, Goals, and Objectives

Throughout the study, FAC solicited input from various community constituent groups on the future of development throughout the neighborhood. The study sought to build community consensus on critical issues and propose a path forward that balances all needs. This has only been possible through continued conversation about and revision of the BOA Vision, Goals, and Objectives, outlined below.

Vision

As vacant and underutilized sites across South Brooklyn are redeveloped over time, the neighborhood will continue its legacy as a place where Brooklynites at all income levels can access quality affordable housing and family-sustaining jobs, while enjoying open green spaces, a clean environment, and other essential community services.

Goal	Objective
1. Development Without Displacement	Objective 1.1: Preserve Existing Affordable Housing and Strengthen Housing Security
	Objective 1.2: Create Housing Units Affordable to Long-time Neighborhood Residents
	Objective 1.3: Complete Environmental Remediation on Brownfield Sites
	Objective 1.4: Expand Economic Opportunities and Community Services for Residents
	Objective 1.5: Maintain and Modernize Manufacturing Presence and Accessible Jobs in the Area
2. Public Space for Public Good	Objective 2.1: Utilize Public Sites for Maximum Affordability
	Objective 2.2: Create More Access to Open Space
	Objective 2.3: Preserve View Corridors and Respect Built Character
	Objective 2.4: Promote Sustainable Development and Anticipate the Effects of Future Planning, Infrastructure, and Climate Change
3. Connected Communities	Objective 3.1: Address Existing Safety Concerns and Transit Accessibility
	Objective 3.2: Consider Senior Needs and Overall Accessibility
	Objective 3.3: Support Small Businesses Throughout the Community

Goal 1: Development Without Displacement

Housing affordability was the most consistent and pressing issue discussed in the engagement process. Many families within the project area are at risk of displacement due to rising rents and living costs, and the affordable housing supply is extremely limited. The neighborhoods in the Study Area have a higher share of residents facing severe rent burdens than the New York City average. The following objectives show how land throughout the Study Area can be positioned to serve the community's most pressing needs.

Objective 1.1: Preserve Existing Affordable Housing and Strengthen Housing Security

- South Brooklyn includes many small and mid-sized apartment buildings with homes subject to rent stabilization, as well as some income-restricted, regulated affordable housing. Tenant advocates, including those based in South Brooklyn, have successfully advocated for stronger protections of rent-regulated apartments, to fight tenant harassment, and most recently to limit rent increases for many rental homes through a version of “good cause” eviction. Future development in South Brooklyn should not directly displace affordable housing residents or otherwise weaken housing security.

Objective 1.2: Create Housing Units Affordable to Long-time Neighborhood Residents

- Projects that deliver new deeply and permanently affordable housing should be prioritized for development. New York City’s Mandatory Inclusionary Housing policy means that any property that is rezoned in a way that enables or increases the permitted number of homes must set aside 20-30% of units as income-restricted affordable apartments in perpetuity. Future rezonings in South Brooklyn should ensure developments meet or exceed those requirements, with a priority for projects that deliver some units affordable at very low-income levels to match the greatest need for housing within the community. Future rezonings should also strike the balance that permits the density to make development economics viable while being sensitive to the existing urban context.

Objective 1.3: Complete Environmental Remediation on Brownfield Sites

- Workshop participants and Steering Committee members emphasized that environmental remediation on redeveloped brownfield sites is important before they can become valued

community spaces. The BOA program helps lay the groundwork to meet this priority by offsetting the costs of remediation and redevelopment of contaminated sites.

Objective 1.4: Expand Economic Opportunities and Community Services for Residents

- Throughout the engagement process, community members and the Steering Committee shared a strong desire for future development to strengthen the economic and social fabric that makes the area a unique and desirable place to live, especially for immigrant communities. Developments can expand economic opportunities for residents by increasing density around transit stops (both existing and future), allowing occupants to access employment while reducing commute times. Developments can also prioritize retail, dining, and commercial businesses in their ground floors that are locally owned and employ local residents. Developments should be built with dedicated community facility space to be used for vocational education, adult education, bridge or workforce training, health care and senior centers, childcare, and other organizations that promote the well-being of South Brooklyn residents.

Objective 1.5: Maintain and Modernize Manufacturing Presence and Accessible Jobs in the Area

- During Steering Committee meetings and supplemental engagement with the Brooklyn Borough President’s office, the importance of manufacturing and industrial uses and their economic benefits was emphasized along with new models mixed-use that enable both to co-exist. Future development projects should have clear economic development goals in order to generate opportunities that are open to current residents who may lack college degrees. While legacy manufacturing has declined in the area, future developments should explore the inclusion of high-tech manufacturing and creator space. Developments should consider blending residential uses with manufacturing and commercial space on the same site to promote a range of job opportunities accessible to residents of all backgrounds. These development efforts can be combined with programs that connect local residents to adult education, bridge programming, job training and workforce development efforts both within the Study Area and along the waterfront.



Photo credit: Grain

Goal 2: Public Space for Public Good

The Study Area has a high concentration of publicly owned land and facilities, some of which are vacant, underused, or do not represent the best use in a predominantly residential community. As the MTA advances plans for the Interborough Express (IBX) light rail line at the southern edge of the Study Area, numerous underused publicly and privately owned sites will now be proximate to transit and offer new opportunities for reuse. Redevelopment of these sites provides an opportunity to create community assets and to work in partnership with government leaders to guide development and reuse toward public good.

Objective 2.1: Utilize Public Sites for Maximum Affordability

- The strong need for affordable housing in the Study Area makes publicly owned sites particularly attractive for redevelopment, given the fact that government partners, as the landowners, can choose to require development to be 100% affordable housing and to include other publicly serving uses that reposition the sites as community hubs.⁴

Objective 2.2: Create More Access to Open Space

- Community members described large swaths of the area in need of expanded green and open spaces, especially to the south and west of Greenwood Cemetery and Sunset Park. There was a desire for expanded access to green and open spaces and activities

among community members. Suggestions like plantings, playgrounds, and public restrooms were specifically mentioned. Future development in the area should incorporate publicly-accessible plazas and open spaces with these features, and collections of adjacent sites should be studied for their use as small open spaces throughout the area.

Objective 2.3: Preserve View Corridors and Respect Built Character

- The Study Area's current green spaces, including Sunset Park itself, are treasured resources for community members, and there was some worry that large developments could impact views towards the Statue of Liberty, New York Harbor and lower Manhattan. The 2009 Sunset Park rezoning protected the view corridor from Greenwood Cemetery to the Statue of Liberty. Given the change in grade from the upland to the east and the waterfront to the west, any rezoning to achieve greater density can and should preserve neighborhood defining view corridors from Greenwood Cemetery and Sunset Park itself to the west. Several community residents expressed concern about new development conflicting with the neighborhood's built character in terms of scale and density in which zoning actions that enable future development, including affordable housing development, will have to balance these concerns with current and future community needs.

⁴ New York City defines housing as "affordable" when a household spends no more than 1/3 of its income on rent and utilities. Affordable housing is based on a household's percentage of Area Median Income (AMI), which is set by the federal government on a yearly basis.

Objective 2.4: Promote Sustainable Development and Anticipate the Effects of Future Planning, Infrastructure, and Climate Change

- The coming of the IBX offers an incredible opportunity for residents to access high-quality public transit, but also brings with it a possibility of heightened development and increases in rent that could increase displacement pressures for existing residents and businesses. In addition, plans for future logistics facilities and distribution infrastructure could change the job market in the area. The MTA's facilities and distribution infrastructure, in particular the electrification of its bus fleet by 2040, could change the redevelopment potential of the Jackie Gleason Bus Depot. Future development projects must take these changes into account and plan around them to meet community needs. In addition, community members expressed a need for future development to be built as sustainably as possible, and to address environmental concerns that impact public spaces, such as poor drainage and stormwater capacity in parts of the neighborhood. Future developments should incorporate green building materials, rainwater capture and green roofs, renewable energy generation, natural plantings, and other sustainable design to the greatest extent possible.

Goal 3: Connected Communities

Community feedback emphasized the need for future development and planning efforts to center on the interaction between physical connectivity and economic connectivity. Stakeholders in the Study Area have a distinct need for economic opportunities that can provide stability to individuals and families. More than 30% of South Brooklyn residents do not have a high school diploma, meaning economic development in the Study Area must create jobs that are accessible to all residents and paired with the necessary on-going education and workforce investments, at scale, which enable access to those opportunities over the long-term. In addition, the Study Area is well served by subway and bus lines that provide connectivity to other parts of the borough and city, but getting around within the neighborhood can be a challenge due to street safety and inaccessibility.

Objective 3.1: Address Existing Safety Concerns and Transit Accessibility

- Many stakeholders were concerned with streetscape safety, especially at intersections with large streets including 3rd and 4th Avenues. The presence of the Gowanus Expressway is a particular concern among residents while the impact of the buses in and out of the Jackie Gleason Bus Depot was noted by residents living close to the depot. Greater safety for pedestrians and cyclists and easier access to subway stations were desired as well. The pedestrian and public realm improvements proposed through the BOA plan will increase connectivity between the neighborhood's residential areas and the industrial and commercial employment hubs along major avenues and the Sunset Park waterfront.

Objective 3.2: Consider Senior Needs and Overall Accessibility

- There is a desire across multiple stakeholder groups for improved accessibility throughout the Study Area's sidewalks, parks, and public spaces, as well as a need for amenities that address senior needs and the needs of those with mobility issues to be included in development projects. There is a particular desire for accessibility improvements at transit stations and their surroundings, ADA accessible apartment buildings, and senior-focused community centers that provide recreation, health, and other services to target populations.

Objective 3.3: Support Small Businesses Throughout the Community

- Small stores and street-stand style businesses figure prominently in the commercial landscape of the neighborhood, and residents wanted to see that quality maintained and promoted through small business support programs such as storefront improvement grants and paths to ownership. New developments should configure spaces that are more likely to be filled by local, small businesses and prioritize placing locally owned small businesses in their commercial spaces to maintain the area's diversity of retail and dining options. This opportunity can be strengthened in combination with open space priorities to improve public realm safety and increase green spaces.

Additional Corridor Goals

In addition to the goals above, the Steering Committee and BOA Team identified several corridor-specific goals. These goals contain some overlap with the Study Area wide goals presented above and are intended to guide the development of the final strategic sites based on the characteristics of their respective surroundings.

Group A:

- Promote higher-density housing on the avenues, prioritizing affordable housing
- Preserve or expand manufacturing uses by testing mixed industrial/residential development on side streets
- Preserve neighborhood-serving retail and other employment opportunities
- Improve pedestrian safety/public realm



Group A: Mixed-Use Transition Corridor
4th Avenue North + Windsor Terrace

Group B:

- Promote higher-density housing on the avenues, prioritizing affordable housing
- Activate street life along 4th Ave through commercial uses and street improvements
- Connect residents to job opportunities at the waterfront and via transit improvements
- Preserve neighborhood-serving retail
- Preserve the view corridor to the Harbor



Group B: Residential Corridor
4th Avenue South

Group C:

- Reclaim underused transit and commercial sites as mixed-use, affordable or mixed-income housing with local retail and community facility uses
- Improve connectivity with new green space and active streetscapes
- Preempt displacement from IBX



Group C: Community Infrastructure Corridors
39th Street + 63rd Street

Planning Context

History

South Brooklyn has a rich history of immigration and innovation deeply intertwined with that of New York City. The land rises from the Brooklyn waterfront in the west to a ridge along its eastern boundary offering sweeping views of New York Harbor. The area originally belonged to the Lenape people before Dutch settlers arrived in the 17th century. Until as late as the end of the 19th century it remained sparsely developed. The landscape shifted dramatically in the 1890s with the arrival of elevated railways and the subway. These transportation advancements opened the door for residential and commercial development, and the area saw the construction of middle-class rowhouses alongside industrial buildings. The bustling waterfront attracted waves of immigrants over the 19th century, including Irish and Italian families, followed by larger numbers of Polish and Norwegian settlers. The area became a hub for manufacturing and trade, particularly shipbuilding, as the Brooklyn waterfront played a crucial role in both World Wars.

By the mid-20th century, cities across the country faced industrial decline. South Brooklyn was not spared, leaving behind vacant factories and economic hardship. In the 1960s, urban renewal initiatives reshaped the area, with expressways cutting through once-thriving commercial corridors. While some efforts aimed to improve infrastructure and housing,

others displaced residents and businesses and created physical barriers that divided the community, most notably the elevated Brooklyn-Queens Expressway (BQE), Prospect Expressway, and related ramps, which now represent hard boundaries separating the core of Sunset Park from the waterfront and neighborhoods to the north and south.

During this time, the area benefitted from the arrival of Puerto Rican and other Latin American immigrants. Drawn by the promise of economic opportunity and the vibrant cultural landscape of Brooklyn, these newcomers injected new life into the neighborhood. They contributed to the growth of industries such as garment manufacturing and food processing, establishing businesses and community organizations that enriched the fabric of the area.

By the 1980s, South Brooklyn underwent another transformative shift with the influx of Chinese immigrants. This wave of migration reshaped the neighborhood once again, leading to the emergence of one of Brooklyn's largest and most dynamic Chinatowns. The entrepreneurial spirit of the Chinese community propelled the growth of small businesses, restaurants, and import-export enterprises, further diversifying the local economy.



Photo credit: NYC Department of Records & Information Services



Photo credit: Fifth Avenue Committee

South Brooklyn Today

South Brooklyn today faces new challenges and opportunities. Gentrification, fueled by rising property values and the expansion of nearby neighborhoods, like Park Slope and Gowanus, has brought both investment and displacement concerns. Long-standing residents grapple with the changing landscape, advocating for affordable housing and equitable development.

Economically, the area still grapples with the shadows of industrial decline. While small businesses and restaurants enrich the local economy, poverty rates remain higher than the city average. Employment in the industrial and manufacturing sectors that have traditionally played a major role in the local economy have consistently fallen, while local jobs in professional services, health care, and services have increased. Despite these challenges, the area remains a job hub for New Yorkers of all socioeconomic backgrounds, containing 6% of all jobs in Brooklyn. Several major industrial and commercial developments sit within or adjacent to CB7, including Industry City, Brooklyn Army Terminal, South Brooklyn Marine Terminal, and Liberty View Industrial Plaza.

As industrial employment has concentrated along the Southwest Brooklyn Industrial Business Zone (IBZ), which comprises the waterfront blocks to the west of 3rd Avenue and the Brooklyn-Queens Expressway (BQE), the rest of CB7 to the east of 3rd Avenue and the BQE has been left with numerous vacant sites or underutilized low-rise warehouses interspersed with its housing stock. Many of these sites may contain contamination that limits their ability to be developed into much needed housing

and community-serving uses. Zoning in the area is a blend of light manufacturing and medium density residential districts, with commercial overlays along local retail corridors.

At the same time, the relative affordability that has traditionally made CB7 a destination for New Yorkers of all backgrounds, including recent immigrants, is under threat from rising costs of living, particularly in its northern blocks bordering the Park Slope neighborhood. Since 2010, housing costs have risen, the development of affordable housing within the area has lagged behind the rest of Brooklyn, and the average household size has increased. These trends increase the likelihood that residents are or will be forced to live in increasingly crowded conditions or move elsewhere in the city farther from the community and employment opportunities they know.

Environmental quality and accessibility are of major concern to residents and businesses. While CB7 is served by the N, R, Q, W and D subway lines, and seven bus lines, there are still large sections in the area that are underserved by public transit. Open space accessibility is limited to Sunset Park, Greenwood Cemetery, and several small playgrounds. Due to the lack of entry points to Greenwood Cemetery, the actual level of public accessibility remains low and the blocks surrounding the Cemetery are not viewed as pedestrian friendly by residents. There are several physical barriers that separate the communities in CB7 from the rest of Brooklyn, including Greenwood Cemetery, the 39th Street MTA Railyard and Jackie Gleason Bus Terminal, South Brooklyn Rail Yard, and several major highways.

CB7 has one of the highest rates of air pollution in New York City, due in part to its proximity to the BQE and the industrial waterfront to its west and the Prospect Expressway to its north, along with an overall lack of open space. Stormwater runoff is a consistent issue, with many streets experiencing flooding during heavy rainstorms. The area's industrial past means there are numerous sites throughout the area in need of environmental remediation due to contaminated soil and other ground pollution.

Despite challenges, residents actively engage in revitalization efforts, advocating for affordable housing, improved green spaces, and responsible development. Fifth Avenue Committee is dedicated to ensuring that the Study Area lives up to its potential as a place for a broad spectrum of New Yorkers to live, work, and raise families with well-paying and accessible jobs and an environment free from contamination. This BOA Nomination presents an opportunity to shape the future of development in the Study Area, which lies within CB7 to the east of 3rd Avenue, based on demographic and economic trends, to meet this potential.

Recent Planning Efforts

This BOA nomination process has been conducted with the impacts of several concurrent planning efforts in mind. These plans will shape the future transportation network, build character, and quality of life in and around South Brooklyn and are summarized below.

BQE Corridor Vision

New York City and State partners are working to shape the future of the Brooklyn-Queens Expressway (BQE) and the role it plays in the communities it passes through. Built between 1937 and 1964, the highway connects Brooklyn and Queens and carries significant truck and vehicle traffic.

The Sunset Park/Gowanus Viaduct section of the BQE passes through Sunset Park above 3rd Avenue and marks the western border of the BOA Study Area in the form of an elevated 6-lane super structure. Prior to its completion, 3rd Avenue was one of the area's most vibrant commercial corridors, which included an elevated rail line running above dozens of small businesses, theaters, and homes. Upon its completion, the BQE divided the area and all but eliminated 3rd Avenue as a neighborhood center due to the increased noise, air pollution, and decreased light caused by the structure.

Today, the City and State are working to propose a series of projects to enhance the quality of life around the structure as it continues to age and require renovations. These include City-led pedestrian and green space projects under the elevated structure on City-owned 3rd Avenue and surrounding blocks, NYS Department of Transportation projects to repair the structure itself, and multi-agency efforts to enhance alternate routes for freight to reduce truck volume on the BQE.



Photo credit: NYCDOT

NYC Department of Transportation 3rd Avenue Visioning

Related to the BQE Corridor Vision, the NYC Department of Transportation (NYCDOT) has begun public outreach to reimagine 3rd Avenue as it runs below the BQE between Prospect Avenue in the north and 62nd Street in the south. This section of 3rd Avenue has produced 50 incidents where someone was killed or severely injured between 2016-2022, almost double the levels of 4th Avenue to the east. NYCDOT held three public workshops in the spring of 2023 to identify top themes and safety issues, laying the groundwork for future redesign options to enhance pedestrian infrastructure, visibility and lighting, reduce vehicle speeds, and protect bicyclists.

Interborough Express

The Interborough Express (IBX) will be a significant expansion of New York City's public transportation network, linking the outer extensions of the City's subway lines in Brooklyn and Queens by light rail. The route will follow the existing Bay Ridge Branch (owned by the Long Island Railroad) and the Fremont Secondary (owned by CSX) rail routes, which run 14 miles between Bay Ridge (along the southern end of the BOA Study Area) in Brooklyn and Jackson Heights in Queens.

The project continues to be in planning stages, with public engagement and environmental review, and engineering design still underway. It is likely that IBX stops will align with the existing N train stops along the southern end of CB7 and the BOA Study Area at 4th Avenue and 8th Avenue. The IBX will serve parts of the city that have historically lacked transit access and where 1/3 of residents live below the federal poverty line. As stations are announced and construction begins, there is a risk in some neighborhoods that rising land values and real estate speculation around the transit corridor will raise costs of living and displace the residents who would benefit from the IBX the most.

Brooklyn Borough President's Comprehensive Plan for Brooklyn

Brooklyn Borough President Antonio Reynoso's office released The Comprehensive Plan for Brooklyn in 2024, which provides a vision for equitable growth in the borough based on extensive analysis of physical, demographic, and socioeconomic conditions. This document will guide future planning efforts around housing, economic growth, environmental justice, and infrastructure across Brooklyn.

This plan applies to CB7 and the BOA Corridors in numerous ways, including its plan to protect and green Brooklyn's remaining industrial areas, provide economic opportunities and improved healthcare to the borough's underserved residents, support small businesses, improve transit access, enhance public spaces, and assist with the remediation of contaminated sites across the borough.

Green Resilient Industrial District (G.R.I.D) Plan

The GRID Plan, sponsored by UPROSE, was developed in response to proposals to develop the Sunset Park waterfront with uses that have not typically existed there, including hospitality and retail. It instead proposes a vision for the future of Sunset Park and its waterfront built on sustainable industrial development, a greener public realm, and providing economic opportunities that will benefit the residents of Sunset Park and its surrounding neighborhoods.

The plan positions Sunset Park as a leader in the regional response to climate change, a showcase of a just transition to a decarbonized economy built on renewable energy and green manufacturing jobs accessible to New Yorkers of all backgrounds.

City of Yes

The City of Yes initiative is a package of sweeping zoning reforms designed to modernize New York City's energy consumption and production, small-business environment, and affordable housing production. The first component, City of Yes for Carbon Neutrality (adopted December 2023), encourages renewable energy usage, makes the City's buildings more energy-efficient, supports electric-vehicle infrastructure, reduces waste and stormwater impacts, and increases urban agriculture. The second component, City of Yes for Economic Opportunity (adopted June 2024), makes it easier for businesses to find space across the city, encourages growth in key industries, and enables more vibrant commercial streetscapes. The third component, City of Yes for Housing Opportunity (adopted December 2024), tackles the city's housing crisis by allowing buildings to provide more affordable housing, assisting with conversions of properties to residential use, creating additional density around transportation hubs and town centers, removing parking mandates, and enabling additional residential development on developed properties and campuses.

Section II: Community Engagement



Section II: Community Engagement

Photo credit: Grain

The engagement efforts for this BOA study were led by FAC in close partnership with Grain, a locally-rooted firm of planning and engagement experts in Brooklyn. The team employed best-practice engagement and outreach strategies to amplify stakeholder awareness and participation, and carefully analyzed comments and input received to reflect community needs and priorities in the nomination report. With an eye toward customizing strategies to best fit the communities of South Brooklyn, the study created materials and programming that offered multiple avenues for input.

Public Engagement & Outreach

The study's engagement methodology ensured a reciprocal line of communication between communities impacted by the BOA plan. In order to have a successful engagement process that was both inclusive and widespread, the team utilized existing relationships to build trust and create new connections. Nearly all written materials and meeting interpretations were offered in English, Spanish, Simplified Chinese (Cantonese and Mandarin live translation) and Arabic. This was critical for the project to succeed in the culturally diverse landscape of South Brooklyn.

The engagement strategy for the BOA Study was based around a series of recurring Steering Committee meetings, with public meetings and customized touchpoints interspersed between them. Public touchpoints such as open houses, focus groups and surveys provided a more detailed look into what local stakeholders need from the future development in the area, and what opportunities should be prioritized in the plan's goals, objectives, and strategic sites. Public engagement events were generally in-person events, with some virtual and asynchronous engagements taking place between the larger events.

Grain coordinated public meetings and touchpoints and created material to be hosted on FAC's website. These virtually accessible materials, such as project overview sheets and meeting reports, provided valuable reference opportunities for those wanting to contribute and learn more. In the lead-up to public meetings, Grain produced multi-lingual flyers that were distributed through Steering Committee members and FAC's neighborhood relationships. Flyers were also posted onto online events calendars.

Steering Committee

FAC enlisted the guidance of a Steering Committee with a wide range of expertise and local experience to engage community partners and guide the study. Steering Committee members represented local community organizations, service providers, economic and workforce experts, and City and State agencies and elected officials. They gave the project a high-level view of community concerns and helped guide the team from the beginning of the study. The Steering Committee's deep connections to local communities provided a base for outreach, spreading the word about the project process and how to engage with it.

Membership

The following public officials and organizations were represented on the Steering Committee:

Community Stakeholders

- 37th Street Block Association
- Arab-American Association of New York
- Brooklyn Tenants United/Inquilinos Unidos de Brooklyn
- Chinese-American Planning Council
- Gowanus Alliance
- Green-Wood Cemetery
- Mixteca
- Neighbors Helping Neighbors
- New York University Langone Health/Beyond Bridges
- Southwest Brooklyn Industrial Development Corporation
- Sunset Park Business Improvement District

Federal, State and Local Officials

- Congressman Daniel Goldman
- State Senator Andrew Gounardes
- State Senator Iwen Chu
- Assembly Member Marcela Mitaynes
- Brooklyn Borough President Antonio Reynoso
- NYC Council Member Alexa Aviles
- Brooklyn Community Board 7

State and Local Government Offices

- NYC Mayor's Office of Environmental Remediation
- NYC Department of City Planning
- NYC Economic Development Corporation
- NYC Department of Transportation
- Metropolitan Transportation Authority
- NYS Department of State

Meetings

The Steering Committee met six times between May 2023 and March 2024 for presentations, working charrettes and project updates from the consultant team. Throughout the BOA process, the Committee offered invaluable insight, feedback and advice on issues ranging from existing conditions and community priorities to concept ideas, strategic site redevelopment scenarios, and final recommendations.

Steering Committee Meeting 1 – May 2023

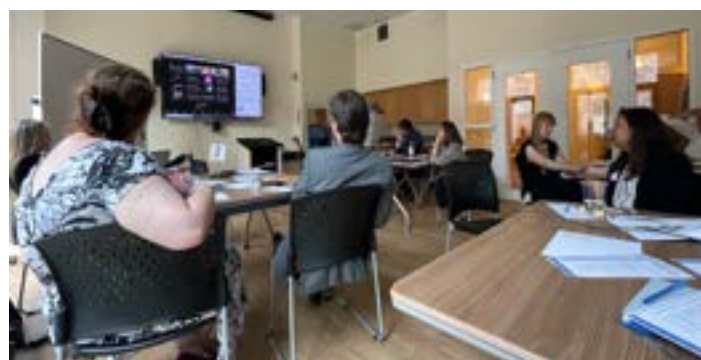
As a kick-off meeting, Committee members introduced themselves and were asked via survey to select the top three issues they thought were most important for the project team to consider. Members also provided some preliminary thoughts and visions for the four initial corridors identified by the project team.

What We Heard

- The top three overall priorities selected by Committee members were New Affordable Housing Development, Preservation of Existing Affordable Housing, and Improved Streetscapes and Open Spaces.
- Most respondents wished to see more affordable residential development throughout the area, with space for mixed-use commercial storefronts.
- Stakeholders also wish to see more manufacturing and other living wage jobs accessible to residents of Sunset Park.
- There was interest in exploring residential development in currently M-zoned areas between 3rd and 5th Avenues and near the large MTA sites around 39th St.

Steering Committee Meeting 2 – June 2023

Attendees were provided with a brief overview of the geographic extents of the Study Area while recapping the outcomes, stakeholder concerns, priorities and preliminary recommendations from the first Steering Committee meeting. A large group was split into three small breakout groups to have a more focused and robust discussion on the potential opportunities for three groups of strategic sites: Group A: Manufacturing Zone (Green-Wood + 4th Ave North); Group B: Residential Zone (4th Ave South); Group C: Transit Infrastructure Zone (39th St + 63rd St).



Steering Committee Meetings

What We Heard

- The conversations broadly focused on the need for affordable housing, improving streetscapes, maintaining local retail character and balancing residential and commercial development.
- Recommendations from the large group discussion included:
 - Conduct asset mapping to highlight and study the needs and priorities of local communities.
 - Conduct a market analysis of the Study Area and neighboring communities to derive goals and principles for affordable housing.

Steering Committee Meeting 3 – September 2023

This meeting reviewed the takeaways from the three corridors discussed in the last Steering Committee meeting. The group discussed the objectives and criteria for selection of development sites and a collection of 60 potential sites. The project team led an overview and conversation about five prioritized clusters of soft sites and comparisons among them. The team also used this meeting as an opportunity to encourage attendance and outreach for the first Public Meeting.

What We Heard

- The importance of pursuing green and open space improvement alongside affordable housing development.
- Providing a clear introduction and overview at the Public Meeting for stakeholders new to the project.
- Balancing residential and commercial uses within site clusters
- Committee members examined the definition of 'brownfield' in the context of a BOA study and discussed the unique possibilities of a BOA with regards to perceived brownfield sites.



Steering Committee Meeting 4 – November 2023

This meeting occurred at a critical point in the process, where the team began incorporating feedback from the first public meeting into site and corridor analysis. The consultant team shared a review of priorities from previous Steering Committee meetings and overall themes from the public community meeting in September. The rest of the meeting centered on strategic sites and conceptual massing analysis.

What We Heard

- Streetscape safety was emphasized throughout the Study Area, in particular for cyclists and pedestrians.
- Environmental concerns were discussed by Committee members, including air pollution from local highways and the potential for environmental remediation on sites that may be developed.

Steering Committee Meeting 5 – March 2024

This Steering Committee presented detailed recommendations from the consultant team based off the previous four committee meetings, two public meetings, and several supplemental engagement sessions. The goal for this meeting was to receive high-level input on these recommendations.

What We Heard

- Preserving manufacturing and industrial programming while also providing new residential spaces was a top priority.
- There was discussion around designing new affordable housing developments to not disrupt the unique built context of the Study Area with excessively tall or bulky structures.
- Committee members wanted development goals to support job opportunities for local community members, and not push out workplaces accessible to long-term residents.

Steering Committee Meeting 6 – May 2024

The last meeting of the Steering Committee discussed final recommendations for the study. The project team presented input heard at the third public meeting, and the committee members emphasized their support for the study's central goals and objectives. The group discussed the next steps for the BOA study and possible designation.

What We Heard

- Committee members suggested adding more explicit language around climate justice to the final recommendations, as well as referencing previous studies on the South Brooklyn area.
- There was consensus among the present Steering Committee members that the feedback at the final public meeting against large affordable housing developments, notably at Site No. 1, was not representative of this project as a whole, nor of the priorities of most long-term residents.
- The member of the Steering Committee, who is also a member of the 37th St Block Association, a resident of 37th St., and had expressed concerns about the size of development concept for Site No. 1 did not attend the May 6 meeting.



Steering Committee Meetings

Public Meetings

There were three public meetings held during this project. These offered opportunities for the community to learn about the project, ask questions and give input. The meetings were structured so attendees could engage both in large groups and multiple small groups in the same session. All three meetings used an open house setup to allow community members to offer input on the specific parts of the project in which they held expertise.

Public Meeting #1 – September 2023

This kickoff meeting introduced community members to the project and project team. Attendees learned about the Steering Committee structure, the Study Area, and how the BOA interfaces with other concurrent planning efforts. In addition, HR&A provided an overview of demographic, housing, and employment trends in the Study Area. After a Q&A session, meeting attendees were invited to circulate between four stations with different focuses—Project Overview, Zone A, Zone B, and Zone C. These stations had board maps and specific information on their respective topics. Project team members at each station gave details and answered questions, with visitors leaving feedback in the form of Post-Its and stickers affixed to the boards. Survey cards were also available to fill out in four languages—English, Spanish, Arabic, and Simplified Chinese.

What We Heard

- Housing was the top theme throughout the workshop, with participants concerned about affordability and housing for marginalized groups. Many people explicitly asked for regulated options such as public or rent-controlled housing.

- Many people expressed a desire for change in transportation services, including improvements to subway stations and pedestrian and bike infrastructure. This theme was also linked closely to safety, with participants wanting more stoplights and road safety.
- Public areas and greenery were consistently mentioned across all areas, with stakeholders desiring more trees and open park areas, especially for children and young people.
- Attendees reflected on their desire for safety in number of ways from pedestrian and bike safety, to feeling unsafe on the train, to a general sentiment for “more security.” Stakeholders were concerned about the safety of children traveling to school.
- Several stakeholders advocated for preserving Sunset Park’s view corridors and asked the project team to show the visual impacts of any new development in future meetings.
- Many attendees were concerned with public spaces and streetscapes in general.
- Some people wanted to know how the BOA process would interact with previous work such as the GRID plan (completed by local organization UPROSE), the development of the Interborough Express (IBX), and long-range planning around the Brooklyn-Queens Expressway (BQE).

Public Meeting #2 – January 2024

The second meeting began with a recap of the general project structure, principles, and work completed so far. The Steering Committee structure was explained and there was a recap of themes identified in the September 2023 meeting. Urban design consultant



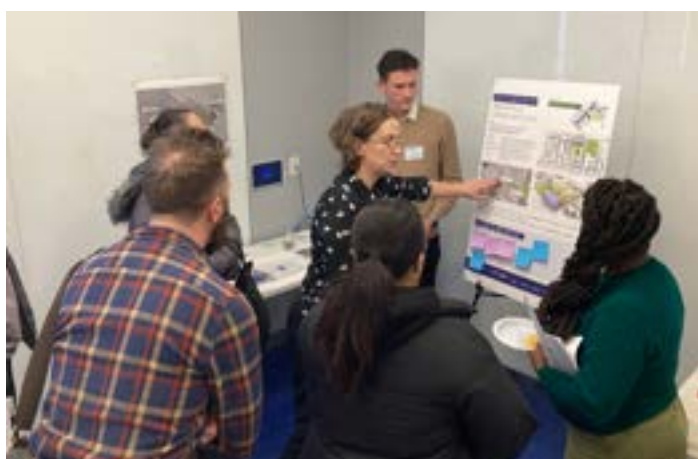
Public Meeting #1



WXY covered how the site analysis responded to community input, while also explaining the regulatory structures that any future development must adhere to. Finally, WXY presented the conceptual massings for three strategic sites, explaining how the project team reached those concepts. After the Q&A session, attendees were invited to circulate among three stations to discuss the conceptual massings. These stations had maps and specific information on their respective sites, including view corridor renderings and concept diagrams. Project team members at each station were able to give details and answer any questions, with visitors leaving feedback in the form of Post-Its affixed to the boards. Survey cards were also available to fill out in four languages—English, Spanish, Arabic, and Simplified Chinese.

What We Heard

- Some people were concerned about wanting to maintain the existing scale of the neighborhood. Many people were concerned about large buildings feeling out of context, while others supported large buildings as necessary to address housing shortages.



Public Meeting #2

- Additional comments focused on topics such as lighting and pedestrian safety.
- There was a wide array of programmatic suggestions for the sites, with some regular themes being affordable housing, recreation space, green areas, and grocery stores.
- Attendees saw opportunities in the strategic sites to reinvigorate open areas to meet community needs. This included features like green infrastructure and amenities like playgrounds, public restrooms, and plantings.
- Each site had one theme in particular that stood out as a top concern, listed below:
 - Site 1 (860 5th Avenue) - Some attendees were concerned about the built character of the area being disrupted by the scale of the concept massing, and a few stakeholders suggested developing a large building on a different site or series of smaller sites. There were also comments speaking in support of a large building here.
 - Site 2 (35th - 36th St between 3rd & 4th Avenues cluster) - Open space use was the top concern at this site. While several attendees specifically mentioned green spaces, other topics such as recreation and site amenities were also recorded. Improvements in the pedestrian/bicyclist experience as well as a buffer from the Gowanus Expressway/BQE were also requested here.
 - Site 3 (61st St and 7th Ave cluster) - Because this site received significantly fewer comments than the other two sites, it was harder to identify strong themes. However, most commenters to this site advocated for more affordable housing and wanted to see development that would benefit residents and workers from surrounding areas.

Public Meeting #3 – April 2024

This final public meeting started with a presentation covering the general project structure, principles and work completed so far, with a particular focus on the study's final recommendations for community development projects. The project team explained how feedback from public meetings in September and January helped to shape the recommendations. Input from supplemental engagement sessions with community organizations and elected officials was also shared with the meeting attendees.

The Q&A session following the presentation deepened the project team’s understanding of community priorities. Homeowners from the 37th Street Block Association wanted to be sure that any future development will take into account unique built environment of the neighborhood. Many of these homeowners were concerned about the height and density of the development concept on Site 1 and its potential impact on sunlight, infrastructure, and overcrowding. Members also placed an emphasis on the need for infrastructure to handle frequent stormwater flooding and the need for sustainable building practices, reflecting feedback previously gathered through the BOA team’s survey of 37th St. Block Association members.⁵

After the Q&A session, meeting attendees were invited to circulate between four stations to learn more about the project and give final feedback. There was a station each for the BOA tools available to demonstrate community objectives—Reuse of Public or Mixed-Use Sites, Open Space + Public Realm Improvements and Zoning + Land Use. Attendees could view informational boards as well as leave Post-It comments on the strategies shown. A station with feedback cards and a display system offered a way for participants to share their thoughts on final prompts about the project, and to see what others thought as well. These cards were heavily used and formed a strong portrait of the attendees’ preferences.

What We Heard

- Homeowners from the 37th St. Block Association were concerned about the scale of the affordable housing concept shown for Site 1 (5th Ave. between 37-38th Streets). They did not want a tall building to block sunlight to houses, limit parking access, over-strain nearby infrastructure, or be out of scale when compared to surrounding buildings. Site No. 1 is currently zoned M1-2 and requires a rezoning to permit residential uses. The 37th Block association would support a rezoning to R6B, not the R7D indicated in this study.
- Other community members voiced strong support for affordable housing that would help alleviate the housing crisis that many residents face. Several of the 37th Street Block Association

homeowners stated their general support for affordable housing while also asking to limit the size of any development concepts.

- Meeting attendees were fond of green areas in their neighborhoods, whether that be street trees or larger green spaces like walking and biking trails. Some attendees specifically mentioned sustainable infrastructure as desirable.



Public Meeting #3

⁵ The majority of feedback gathered in the final public meeting originated from residents near Site 1, whereas previous public meetings had a more geographically diverse attendance. The BOA process attempted to balance the priorities of an economically and demographically diverse part of Brooklyn, with an emphasis on how development can address the housing, economic, health, and environmental needs of the area’s low-income and otherwise vulnerable residents. The concept for Site 1 shown later in this report visualizes what the maximum use of a publicly-owned site would achieve for adding affordable housing to the area, while emphasizing that any real developments throughout South Brooklyn in the future would need to remain cognizant of the surrounding built character and any impacts on nearby infrastructure, light, and open space.

Supplemental Engagement

In addition to regular Steering Committee and public meetings, the study team engaged with a number of groups in a more targeted manner. This allowed tailored conversations concerning particular stakeholders or organizations, ensuring a detailed understanding of community themes.

Brooklyn Tenants United

The project team received a group of survey cards completed by members of Brooklyn Tenants United (BTU), a coalition working for fair treatment of renters in the borough. Renters make up a large portion of residents in Sunset Park, Windsor Terrace and Green Wood, making their input critical for the success of the project. The top priorities from the group were affordable housing, an improved public realm, and workforce training and education.

37th St. Block Association

Representatives from the 37th St. Block Association attended the second community meeting in January 2024, contributing to a discussion around balancing the critical need for new housing with existing neighborhood character. Following the meeting, the association organized its own internal survey of members, whose results were shared with the project team. A representative from the block association was also invited to join the Steering Committee in its final meetings. The Association membership indicated on their surveys that they were most concerned with preserving the neighborhood's built character, protecting the capacity of public utilities and neighborhood amenities, and preserving local public spaces.



Chinese-American Planning Council Meeting

Chinese-American Planning Council (CPC)

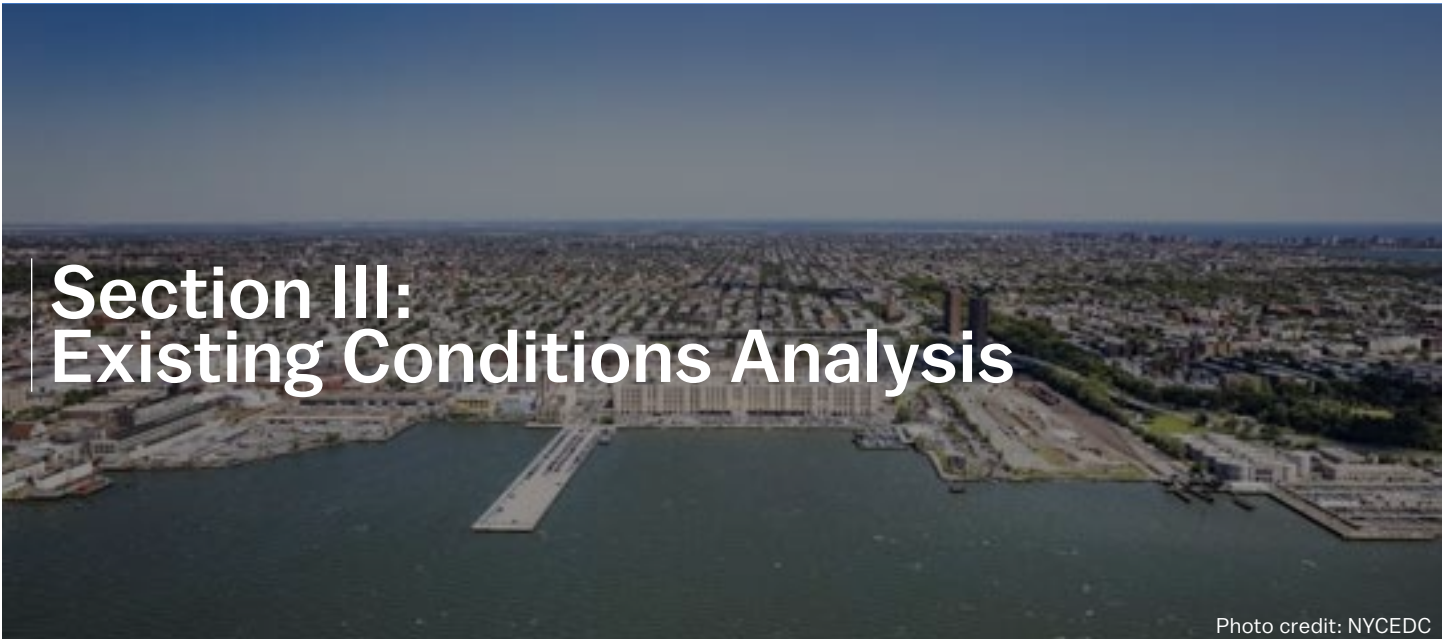
Through community connections built on the Steering Committee, the project team coordinated a dedicated meeting to hear from the Chinese-American Planning Council (CPC) at their offices. This gave the team insight into the needs of a major community in Sunset Park. Attendees discussed their ideas for the project and especially helped build the team's understanding of community priorities for development within southern Sunset Park. The majority of the group was not concerned with the density changes a large development could bring and advocated for high-quality housing and public space, with an emphasis on senior facilities and accessibility. Their main concerns included new affordable housing and preservation of existing affordable housing, improved streetscapes and open spaces, better transit options, and accessibility and senior spaces.

Brooklyn Borough President's Office

The project team met with the Brooklyn Borough President's Office to hear input on the project priorities and opportunities. The office's top priorities were to identify clear economic development goals, to preserve and expand manufacturing space where it currently exists, and to think beyond MX zoning to balance manufacturing and residential development.



Section III: Existing Conditions Analysis



Section III: Existing Conditions Analysis

Photo credit: NYCEDC

In partnership with FAC, the Consultant Team analyzed demographic, economic, and real estate market trends within South Brooklyn and the BOA Study Area. This analysis drew on data from the U.S. Census, New York City Department of City Planning, New York City Department of Health and Mental Hygiene, and the U.S. Bureau of Labor Statistics.

Key Findings

The Existing Conditions Analysis reveals a neighborhood with a vast array of assets, including a diverse and growing population, a strong density of jobs, and a mix of land uses. While these features make South Brooklyn unique among other Brooklyn and New York City neighborhoods, the analysis highlights several needs to be addressed in the following policy recommendations.

Persistent Housing Pressure and Vulnerability to Displacement

Housing affordability is the most acute challenge facing the Study Area. Despite modest population growth since 2010, household sizes have increased and overcrowding rates remain among the highest in Brooklyn. Median rents have outpaced local income growth, particularly north of 40th Street where proximity to Park Slope and new investment has driven up costs. A large share of residents live in unregulated multifamily housing, making them vulnerable to price escalation or redevelopment pressure. These patterns reinforce the need to channel future growth toward publicly owned or underutilized sites, where affordability and community-serving uses can be guaranteed.

- The Study Area's housing stock is generally older, with newer development concentrated along 4th Avenue.
- Housing costs are rising more rapidly in northern sections of the Study Area, while housing affordability and costs of living are issues

throughout. This reflects increasing affordability pressures from Park Slope and Gowanus.

- More than 50% of renter households in the Study Area are rent-burdened, compared to 52% in Brooklyn overall. Severe rent burden is especially concentrated in the Group C Corridor.
- Average household size has grown in the last decade, suggesting that more people are filling the same housing units as affordability declines.

Transitioning Economy with Opportunity for Inclusive Job Creation

The Study Area's economy continues to shift from traditional manufacturing toward a blend of small-scale production, logistics, healthcare, and retail. While employment density remains concentrated west of 3rd Avenue in the Southwest Brooklyn Industrial Business Zone (IBZ), many industrial buildings east of the BQE are aging, vacant, or used for storage and e-commerce. The loss of middle-wage manufacturing jobs has widened the gap between the neighborhood's working-class labor force and available employment. However, emerging sectors such as green manufacturing, building retrofits, and clean logistics offer potential to restore accessible jobs if supported by targeted workforce programs and zoning that accommodates mixed-use, light industrial development.

- Historic industries that are accessible to workers without a college degree and immigrant community members are shrinking. Since 2000, the Study Area has lost over 30% of its manufacturing jobs, while employment in health care and accommodation and food services has grown by more than 40%.
- However, many new jobs do not pay sufficient wages to meet rising housing costs. Future development in the area should include workforce development centers, employment service organizations, and job-creating uses that support these same workers.

Underutilized and Potentially Contaminated Sites Represent Major Redevelopment Potential

The Study Area contains dozens of vacant or underbuilt parcels that meet BOA criteria as brownfield, vacant, or abandoned properties. Many are located along 3rd and 4th Avenues and adjacent to the Interborough Express (IBX) alignment. These sites, some publicly owned, are critical opportunities for Phase 2 environmental assessments and strategic reinvestment. Remediation and reuse of these



Photo credit: Grain

parcels could catalyze neighborhood-scale change by supporting affordable housing, light industry, and open space while addressing legacy contamination that limits current use.

- Numerous zones within the Study Area, particularly in the Group B Corridor between 3th and 4th Avenues are zoned for manufacturing/ industrial uses but contain many residential uses that pose conflicts with continued industrial use. In addition, these same areas face significant and growing affordability pressures. Future development in these sections should balance the need to preserve quality jobs with the need for more housing that is affordable to long-time residents.
- Vacant and underbuilt lots are concentrated in the Manufacturing Zone (Group A) and Transit Infrastructure Zone (Group C) and are highest along 3rd Avenue under the BQE, where parcels are fragmented and often encumbered by contamination. This represents key opportunities for redevelopment.
- The majority of sites measure roughly 2,000 SF in surface area and are therefore difficult to develop without combining. Ground-up development starts to make sense on lots with a minimum area of 10,000 SF. In many cases, this requires an assemblage to achieve. The scarcity of large sites suggests that when a large site is available, as is the case with Site No. 1, it benefits the community to seize the opportunity to address needs like the affordable housing shortage in an impactful way.

Environmental and Infrastructure Stressors Require Coordinated Remediation

Air quality, stormwater management, and flood risk are persistent concerns throughout the Study Area. The Natural Resources and Environmental Features Maps identify higher exposure to pollutants along the BQE corridor and localized flooding near low-lying areas west of 5th Avenue. The limited tree canopy and impervious surfaces exacerbate heat island effects and runoff. Integrating green infrastructure, permeable design, and clean energy systems into redevelopment projects can significantly improve environmental performance and align with statewide resilience goals.

- Air pollution along the BQE corridor and major truck routes through the Study Area poses a concern for the health of nearby residents.
- Localized flooding occurs regularly during heavy rainfall, pointing to inadequate stormwater infrastructure.
- Many vacant industrial parcels show signs of possible soil contamination, limiting reuse without remediation.

Inadequate Open Space and Fragmented Public Realm

While Sunset Park and Greenwood Cemetery serve as major green anchors, many residential areas, especially in the southern and eastern portions of the Study Area, lack access to open space. The Parks and Open Space map highlights large “green gaps” between 40th and 63rd Streets. For many in the Study Area, the closest public open space is a playground, which offers little true green space for residents of all ages. Streetscape safety and pedestrian connectivity are also major issues, particularly along 3rd and 4th



Photo credit: Grain

Avenues, where wide roadways and heavy truck traffic discourage walking. Redevelopment presents an opportunity to deliver pocket parks, public plazas, and green corridors that connect residents to transit and amenities. The planned Interborough Express (IBX) will create new transit-oriented nodes near 8th Avenue and 63rd Street, increasing connectivity to Queens and other parts of Brooklyn. While this represents a transformative opportunity, it also risks accelerating speculative investment. Land banking and zoning overlays could help ensure that new development near IBX stations provides affordable housing, community facilities, and small business space rather than solely market-rate housing.

- While several core north-south arteries in Study Area are well-served by regional subway lines, pedestrian safety and local circulation are compromised by wide arterials and heavy truck traffic. Areas east of 4th Avenue are less well served by subway and bus networks. Public realm improvements are needed throughout the Study Area, including widened sidewalks, enhanced bicycle lanes, and accessibility improvements, to enhance pedestrian flow to established transit access points.
- Residents have access to just over 1 acre of open space per 1,000 residents, far below the NYC Planning guideline of 2.5 acres. A lack of open space is particularly acute in the southern sections of the Study Area. Opportunities exist to create smaller pocket parks and plazas through site assemblages and on redeveloped sites that serve community needs.

Corridor-Specific Findings

In addition to the observations above, the following Corridor-specific takeaways will influence the nuance of site development concepts based on their location within the Study Area.

- **Group A:** There is an acute need for housing affordable to low-income residents, community serving commercial uses, and the transformation of underused industrially zoned sites to host in-demand jobs of the future.
- **Group B:** There is a need for social services, affordable commercial uses, and more open space in this residential portion of the Study Area. Care should be taken on sites near the BQE to reduce noise and air pollution.
- **Group C:** This area is well-served by transit and a prime location for transit-oriented development concepts that preserve housing affordability in advance of new transit connections underway.

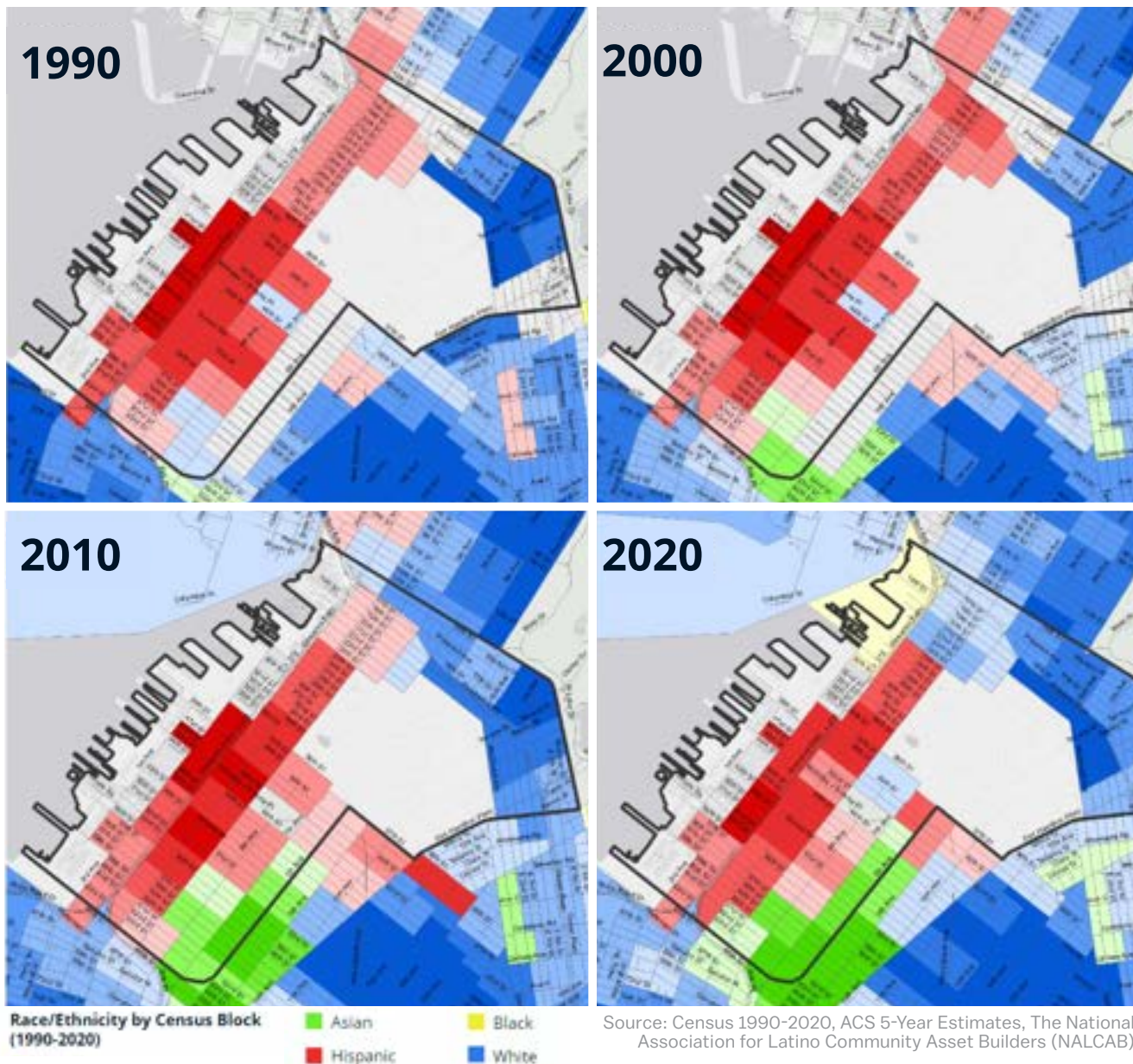
Demographic Trends

Population & Neighborhood Change

Brooklyn Community Board 7 was home to approximately 134,000 residents as of 2022, reflecting population growth of 6% since 2010, compared with roughly 10% in Brooklyn. As it has for much of its history, the area remains an important anchor for immigrant communities. The area has one of the highest Hispanic/Latino populations in New York City (39% of CB7 residents, compared to 19% in Brooklyn and 29% in New York City), one of the highest percentages of Asian residents (25% of CB7 residents, compared to 12% in Brooklyn and 14% in New York City), one of the highest percentages of foreign-born residents (41%, compared to 35% in Brooklyn and 36% in New York City). More than 60% of residents

speak a language other than English at home, higher than both Brooklyn and New York City. Within CB7, the BOA Corridors are home to 28,700 residents (21% of the total), have grown by the same rate as CB7 (6%), and mirror the broader area both in terms of cultural diversity and a high share of foreign-born households.

CB7 has undergone noticeable demographic and economic shifts in recent years. The percent of residents identifying as White increased by roughly 3 percentage points to 28% between 2010-2021, as did the population identifying as Asian, which now makes up 27% of the area. Meanwhile, the share of residents identifying as Hispanic/Latino fell by 7 percentage points to 39%. Between 2010 and 2021, the share of population identifying as foreign-born also decreased by 3 percentage points.



Source: Census 1990-2020, ACS 5-Year Estimates, The National Association for Latino Community Asset Builders (NALCAB)

Specific observations by Corridor include:

- Group A is home to roughly 12,200 residents, up 7% since 2010. Residents of this corridor are less likely to have been born outside of the US (23% foreign-born) than the rest of Brooklyn and are more likely to speak only English (45%). The BIPOC population of Group A has decreased at the fastest rate of any of the three Corridors, falling by nearly 7 percentage points to 58% since 2010.
- Group B contains the largest residential population of the Corridors, with just over 12,500 residents, though the growth rate since 2010 (3%) was the lowest of all three Corridors. Residents of this corridor are more likely to have been born outside of the US (43% foreign-born) and are the least likely to speak only English (19%) among the Corridors. The BIPOC population of Group B is the highest of the Corridors at 84%. This figure has decreased by 5 percentage points since 2010.
- Group C contains the lowest residential population at roughly 4,000. This represents a growth of 13% since 2010, the highest rate of the three Corridors. Residents of this corridor are more likely to have been born outside of the US (55%) and less likely to speak only English (35%). The BIPOC population of Group C has increased by 3%, in contrast to the other Corridors.

Household Income

The median household income in CB7 in 2021 was \$79,520, nearly \$6,400 higher than that of Brooklyn (\$73,117) and nearly \$8,900 higher than that of New York City (\$70,663). This represents an increase of 36% since 2010, outpacing the City, which saw a 12% increase. The median income, however, masks major income disparities within the area, particularly between higher and rising incomes to the north of the area (which has seen an influx of higher-income households) and lower incomes in the south and west. To this point, CB7 has a higher percentage of families living below the federal poverty level (20.1%) than the rest of the city (17.8%).

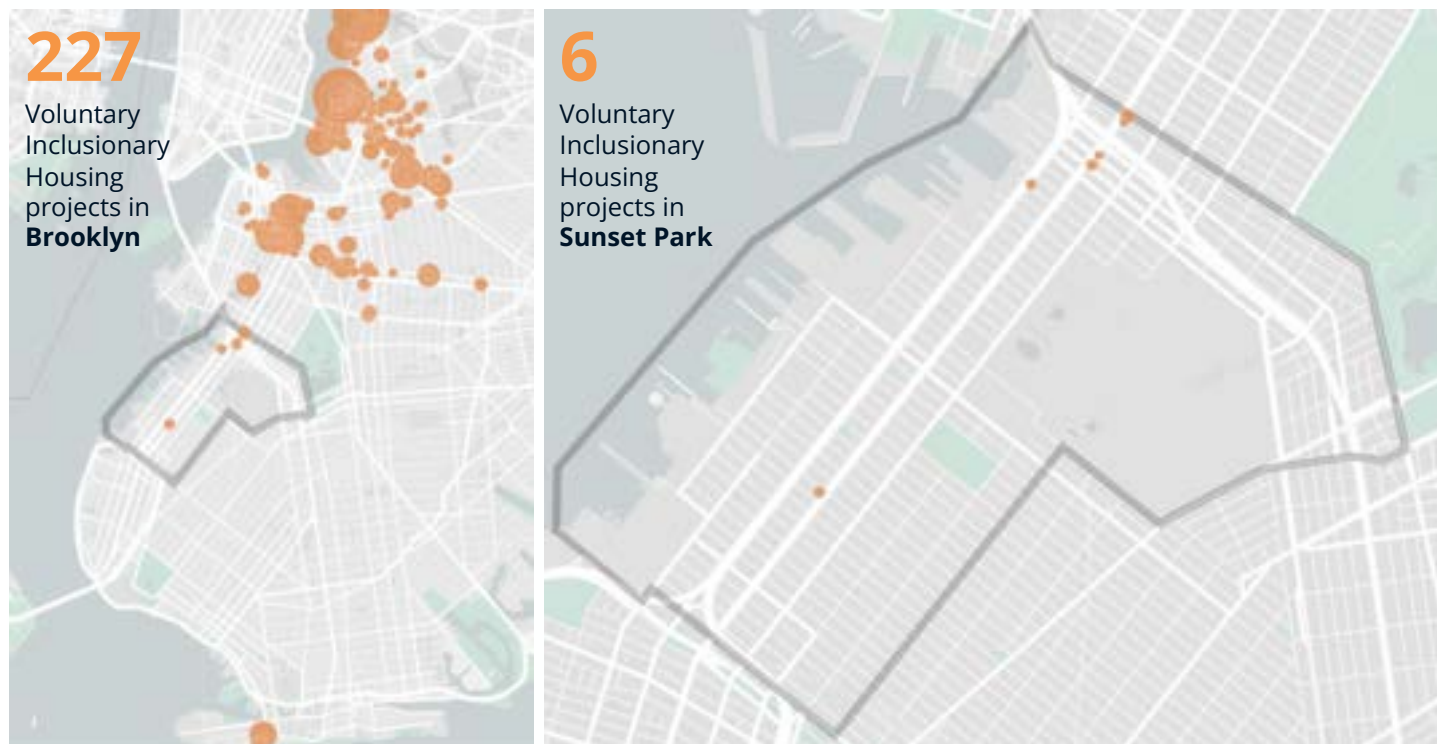
Specific observations by Corridor include:

- Group A's median household income was \$92,000 in the 4th Avenue North section and \$137,000 in the Windsor Terrace section, both higher than Brooklyn (\$73,000). Median household income across Group A increased by 56% between 2010-2021, the highest increase of the three Corridors.
- Group B's median household income was \$55,200, lower than other Corridors but representing an increase of 45% since 2010, higher than other corridors.
- Group C's median household income was \$70,400 in the 39th Street section and \$49,700 in the 63rd Street section. Income across Group C increased by 17% between 2010-2021, the lowest increase of any of the three Corridors and below the 24% increase across Brooklyn.



Source: Census 1990-2020, ACS 5-Year Estimates, NALCAB

Voluntary affordable housing production in Sunset Park has not kept pace with Brooklyn as a whole.



Source: NYC Housing Preservation and Development

Voluntary Inclusionary Housing Production Per Capita (square feet)

0.16

Sunset Park

1.58

Brooklyn

Housing

Like the rest of New York City, CB7 faces a housing affordability crisis. Between 2010 and 2022, the total number of housing units increased by 3.7%, while total housing units in Brooklyn increased 10%. In addition, since the passing of New York City's Voluntary Inclusionary Housing ordinance (which provides density bonuses to developers who set aside a portion of newly built housing units as affordable), voluntary affordable housing production in CB7 has not kept pace with Brooklyn as a whole. Only 0.16 square feet of VIH housing has been developed per capita in CB7, while 1.58 square feet per capita has been developed

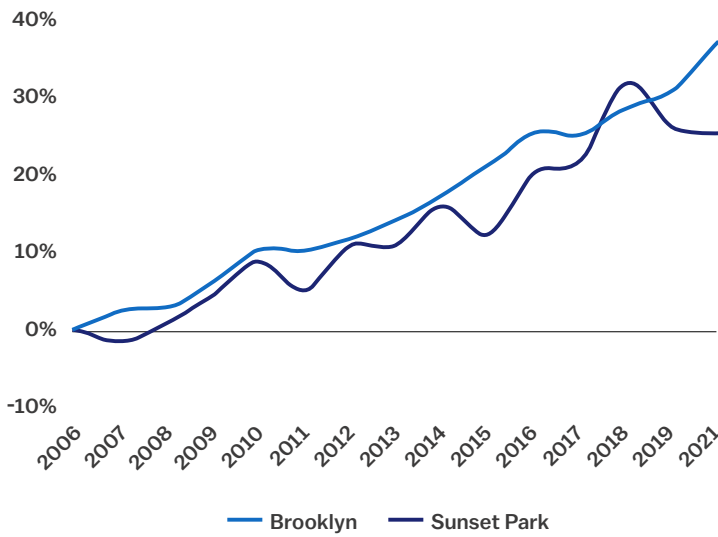
for all of Brooklyn.⁶This happened while the total population of CB7 and the BOA Corridors grew, and average household size increased from 2.95 to 3.07 people in CB7.

The pace of rent growth in CB7 has typically tracked with the borough overall, but rates of growth in home prices are higher relative to Brooklyn as a whole. The share of rent stabilized units in CB7 is roughly on par with Brooklyn, with regulated units in CB7 disproportionately serving extremely low-income households. Housing burden (households paying more than 30% of income to housing costs) slightly decreased in South Brooklyn between 2010 and 2022. Still, the area has a higher share of residents facing severe rent burdens than the New York City average. This suggests that residents face different housing realities depending on income and other socioeconomic factors such as language proficiency, education levels, and immigration status. These trends also suggest increased competition for the area's remaining affordable housing stock. Due to changes in demographics, housing conditions, and market pressures, CB7 residents are among the most vulnerable to housing displacement citywide according to New York City's Displacement Risk Tracker.⁷

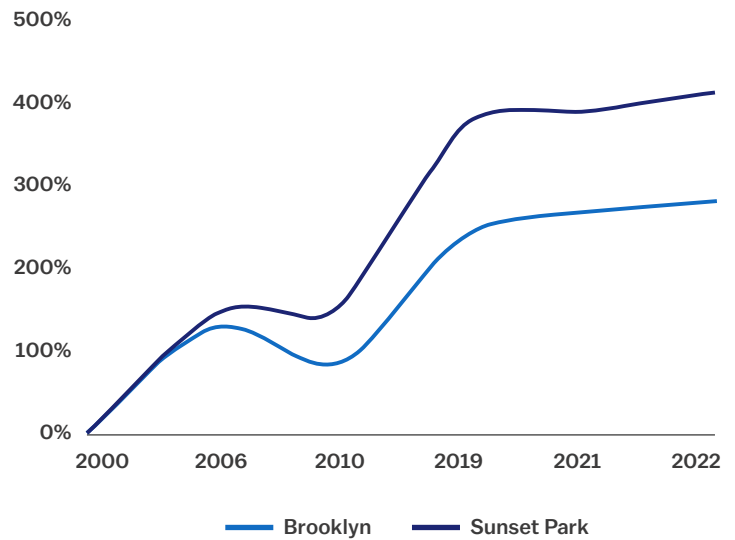
⁶ New York City Department of Housing Preservation and Development

⁷ NYC Department of City Planning Displacement Risk Map

Percent Change in Real Median Gross Rent Since 2006



Percent Change in Housing Price Since 2000



Source: NYU Furman Center, U.S. Census Bureau American Community Survey

Note: Sunset Park neighborhood defined by PUMA 4012, roughly coterminous with BK CD7

Specific observations by Corridor include:

- In Group A, 74% of 4th Avenue North residents and 48% of Windsor Terrace residents rent their homes. 45% of renters in the 4th Avenue North section and 34% of renters in the Windsor Terrace section pay more than 30% of their income on housing costs, making them housing cost burdened. While this is lower than Brooklyn's rate of 50% renter cost burden, this aligns with the fact that both sections of the Group A Zone have higher than average median household incomes.
- In Group B, 76% of residents rent their homes, and 51% of renters pay more than 30% of their income on housing costs, making them housing cost burdened, a similar figure to the rate across Brooklyn.
- In Group C, 80% of the residents in the 63rd Street section and 70% of residents in the 39th Street section rent their homes. 67% of renters in the 63rd Street section and 42% of renters in the 39th Street section pay more than 30% of their income on housing costs, making them housing cost burdened. That places the 63rd Street Section's renter cost burden far above Brooklyn's 50%.

Health Indicators

The factors that contribute to the health and wellbeing of CB7 and Study Area residents are mixed when compared to Brooklyn and New York City overall. While the area performs more favorably or on par when it comes to school attendance and graduation, unemployment, violence, incarceration, and maternal and child health, several other areas stand out as challenge areas:⁸

- Levels of harmful air pollutants, fine particulate matter (PM2.5), were 6.5 micrograms per cubic meter in CB7, higher than Brooklyn and New York City's levels of 6.1 micrograms per cubic meter.
- 33% of homes reported cockroaches (a potential asthma trigger), higher than 27% for Brooklyn, and 24% for the city overall.
- 68% of Sunset Park residents reported having done any physical activity in the past 30 days, a lower rate than Brooklyn's 72%.
- 22% of CB7 adults lacked access to health insurance and the area sees a slightly higher rate of hospitalizations that could have been avoided with access to quality primary care than the rest of New York City.
- 29% of residents were living in poverty, compared to 21% in Brooklyn and 20% in New York City.

8 NYC DOHMH

- A lower proportion of residents reported their health as being “excellent,” “very good,” or “good” than Brooklyn or the rest of New York City.

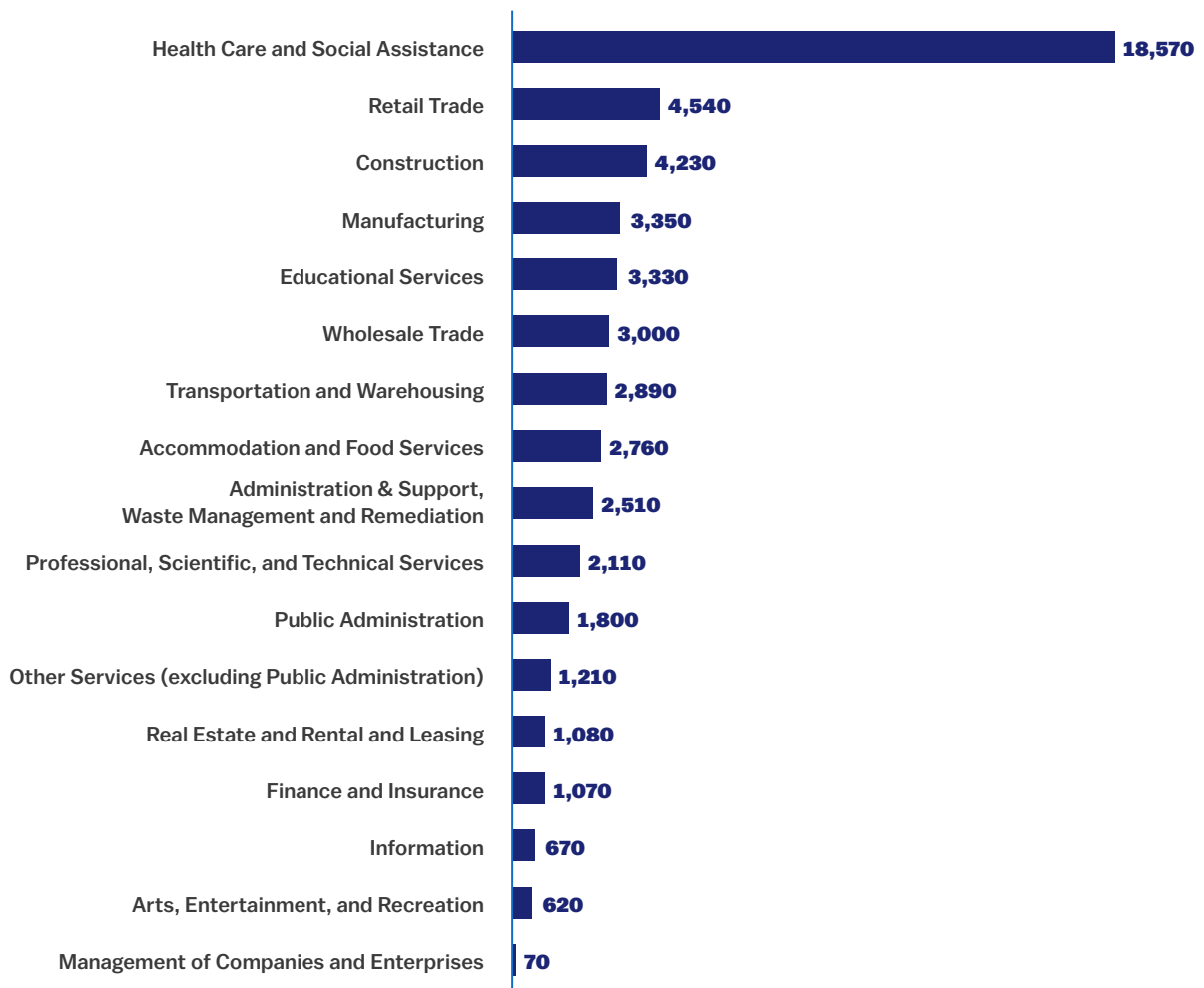
These factors combined to make the area one of the hardest hit by the COVID-19 pandemic. One in two residents was diagnosed with the virus over the course of the outbreak, higher than the rate for Brooklyn and New York City, and one of every 223 people died in the zip code hardest hit within CB7 (11220), also higher than the rate in Brooklyn and the city overall.

CB7’s health data reflects its status as a neighborhood bordered by significant transportation and industrial infrastructure and indicates the need for reduced local pollution, improved housing stock, and greater access to open space.

Economic & Employment Trends

Historically defined by its industrial and maritime heritage, South Brooklyn’s economy continues to transition from legacy manufacturing toward a more diversified base that includes construction, healthcare, logistics, and small-scale food and retail enterprises. Employment trends show both challenge and opportunity: while total jobs within the CB7 area have increased, there is a spatial mismatch between the area’s workforce and its evolving economy. A strengthened industrial base emphasizing clean manufacturing, green logistics, and creative industries could align redevelopment with residents’ skill sets and the area’s environmental goals.

CB7 Employment by Sector (2021)



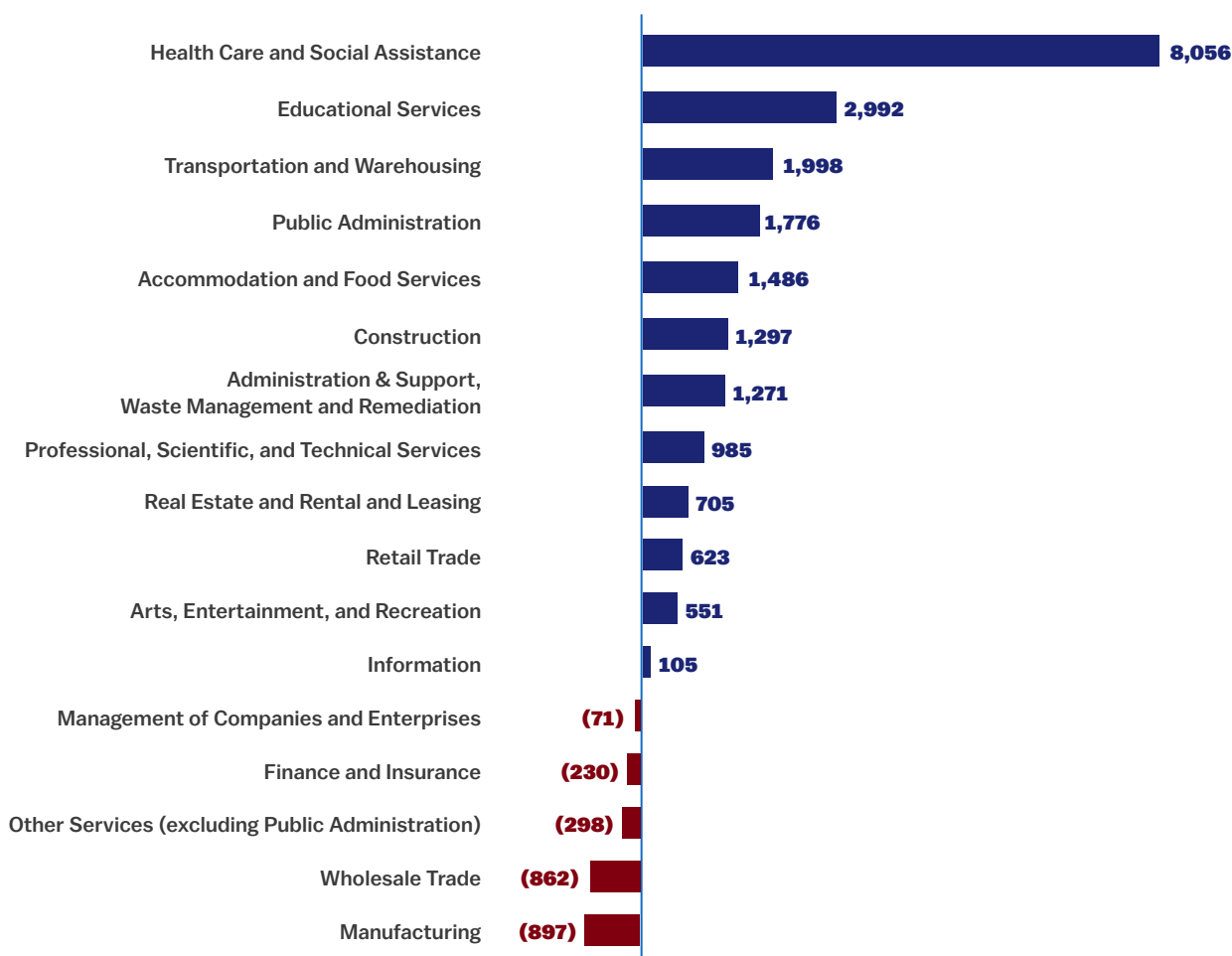
There are approximately 55,000 jobs within CB7, comprising 6% of all jobs in Brooklyn. Total employment has grown by 57% since 2010, compared to 11% for Brooklyn—a meaningful increase driven mainly by the area’s largest sector, Health Care and Social Assistance, which represents 1 in 3 jobs. Other major industries include Retail Trade, Construction, Transportation and Warehousing, Manufacturing, Educational Services, and Wholesale Trade.

Collectively, industrial jobs make up 30% of all employment, making the CB7 a significant cluster of such jobs in Brooklyn and New York City.⁹ Industrial employment increased by 21% since 2010, compared to only 8% in Brooklyn, led by Transportation, Construction, and Waste Management (while Manufacturing employment fell by 21%, at a similar rate to Brooklyn as a whole.) These jobs and other with

minimal educational requirements are particularly important in CB7 as 31% of residents have earned less than a high school diploma, a rate twice as high as the rest of Brooklyn, and only 41% of CB7 residents have an associate’s degree or higher, lower than Brooklyn’s 48%.

Within CB7, the BOA Study Area contains nearly 9,800 jobs, making up 18% of CB7 employment and growing by 29% between 2010 and 2019. Nearly two-third of jobs within the Corridors fall within Group A. Corridor jobs are concentrated in the Education and Healthcare and Social Assistance sectors, which together make up 35% of Study Area jobs. While industrial jobs made up approximately 26% of total employment, industrial jobs declined 17% within the Study Area even as they increased elsewhere in CB7.¹⁰ This further substantiates observations that industrial employment increasingly

Change in CB7 Employment (2010-2021)



⁹ For the purposes of this report, industrial employment comprises the following employment sectors as defined by the US Census Bureau: 1) Construction, 2) Manufacturing, 3) Wholesale Trade, 4) Transportation and Warehousing, 5) Administration & Support, Waste Management and Remediation

¹⁰ “Industrial” jobs are defined by the Census NAICS Codes for: Construction; Manufacturing; Wholesale Trade; Transportation and Warehousing; Information, Finance and Insurance; Real Estate and Rental and Leasing; Professional, Scientific, and Technical Services; Management of Companies and Enterprises; Administration & Support, Waste Management and Remediation

is centered along the Sunset Park waterfront and away from the BOA Corridors further inland. As this historical employment sector concentrates at anchors like Industry City, it leaves an opportunity for the BOA Study Area's economy to pivot. Changes in sub-categories of industrial employment tell a more detailed story. While the Construction and Administration & Support, Waste Management, and Remediation sectors grew in the Corridors, Manufacturing, Transportation and Warehousing, and Wholesale Trade decreased. The Corridors' fastest growing employment lies in the Educational Services, Accommodation and Food Services, and Finance and Insurance industries.

The economic, demographic, and development contexts of each corridor reveal further nuance and present unique opportunities for development.

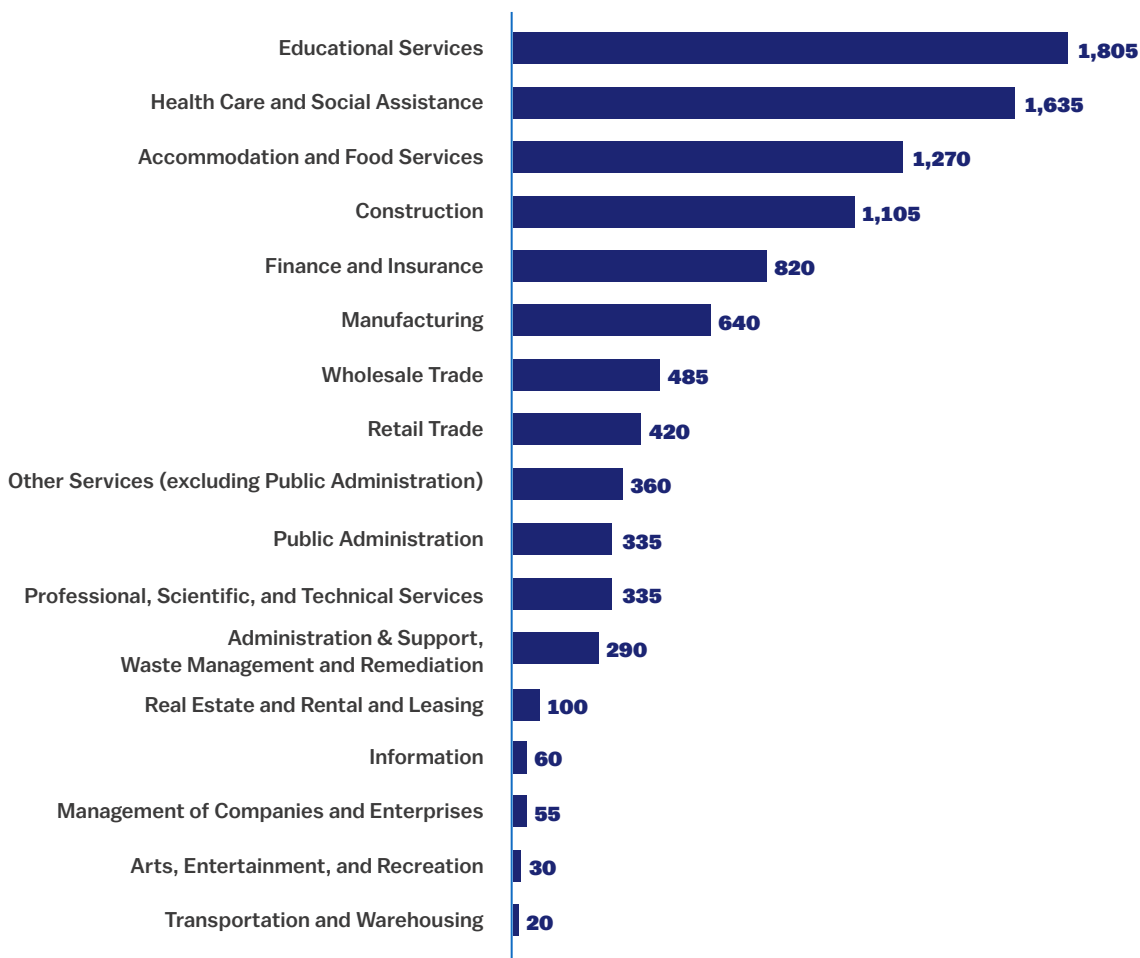
Specific observations by Corridor include:

- In Group A, there were roughly 6,200 jobs in 2021, up 43% since 2010. The top employment sectors are Accommodation and Food Services, Educational Services, and Construction.

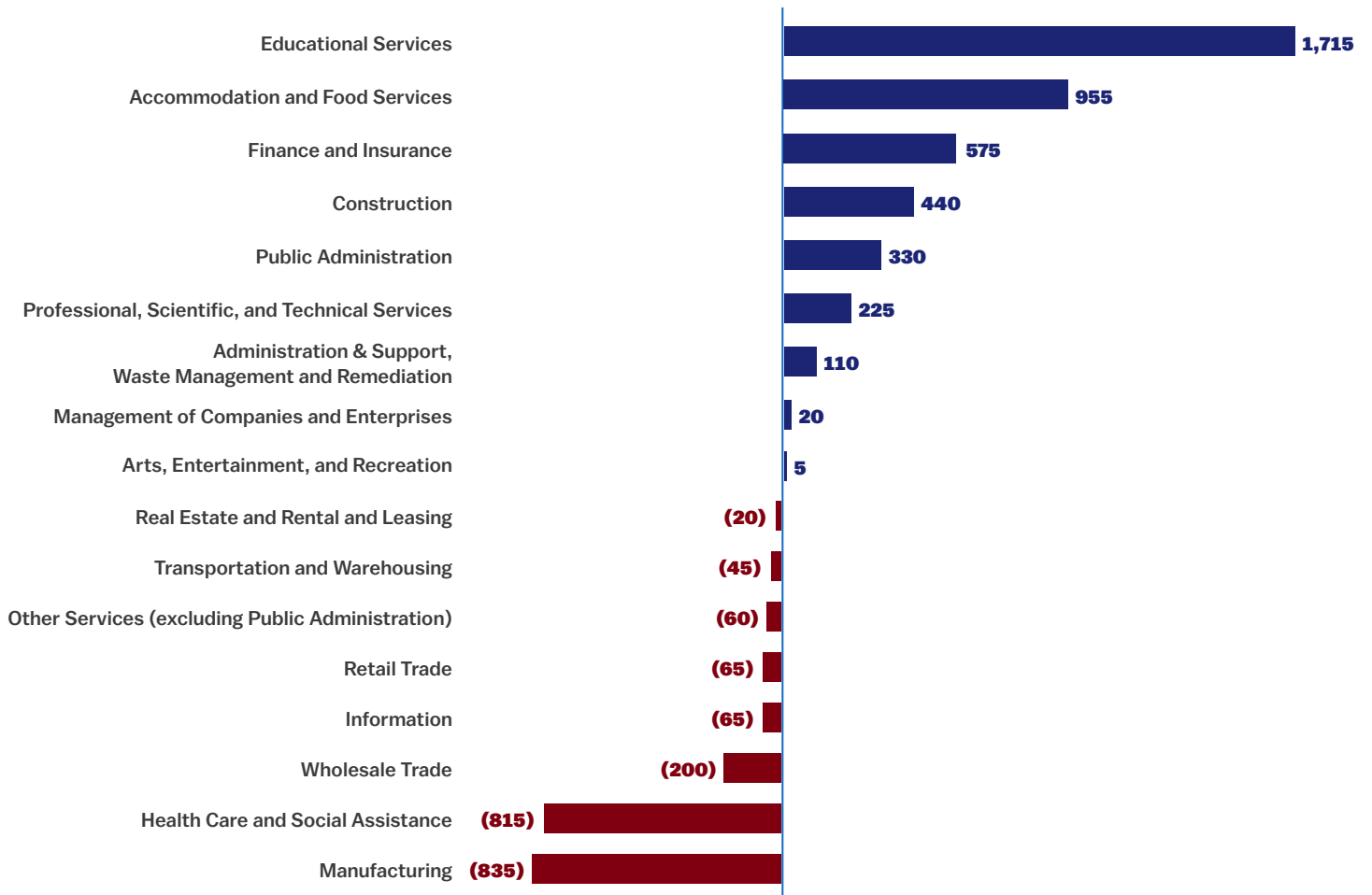
Growth was driven by the Educational Services, Accommodation and Food Services, and Professional Services sectors. Industrial jobs declined by 16%, despite growth in the Construction and Waste Management sectors.

- In Group B, there were roughly 1,600 jobs in 2021, up 113% since 2010. Nearly all jobs are in Educational Services and Health Care and Social Assistance, with Retail Trade in a distant third. Industrial sector employment is low in Group B at roughly 50 jobs. This represents a 25% decrease since 2010, with only the Construction sector gaining jobs over that period.
- In Group C, total jobs totaled 2,000 in 2021, down 19% since 2010 due to job losses in Health Care and Social Assistance (the top employment sector), Manufacturing, and Wholesale Trade. Industrial jobs declined by 31%, despite slight growth in the Construction sector, while the Finance and Insurance sector grew notably, now totaling 730 jobs, mostly in the 63rd Street section.

Total BOA Study Area Employment by Sector (2021)



Change in BOA Study Area Employment (2010-2021)



Real Estate Market Trends

Study Area Market Trends

This study assessed rent and occupancy data for four primary market uses within the Study Area – multifamily rental, retail, industrial, and office – to understand trends over the last decade and to compare the Study Area with Brooklyn as a whole to understand strengths and challenges. In addition to average rents and occupancy for all properties within the Study Area, the study assessed trends for newly built properties to provide assumptions for the financial analysis referenced in the Strategic Sites chapter later in this report.

The local real estate market demonstrates significant pressure on residential affordability and increasing investor interest in mixed-use redevelopment. Rents and sale prices in the Study Area have risen over the last decade, particularly north of 40th Street, where proximity to transit and high-rent areas like Park Slope and Gowanus has accelerated market demand.

Commercial and industrial properties show a mixed pattern: while warehouse and logistics space commands rising rents citywide, small manufacturing tenants struggle to compete with larger storage and e-commerce uses. Vacant and underbuilt parcels along 3rd and 4th Avenues present opportunities for adaptive reuse that can balance housing production with employment retention.

Multifamily rents in the Study Area average \$45.72 per square foot per year with an ultralow vacancy rate of 1.4%. Rents are modestly higher than those in Brooklyn overall and have a higher occupancy rate. Properties built in the last 5 years, the majority of which have been constructed in the Study Area's northern sections, closer to the Park Slope neighborhood, are nearly twice as expensive as the average Study Area housing stock – at \$79.92 – and have almost no vacancy, a sign of the Study Area's strength, especially in the north, for new market-rate multifamily development.

Among non-residential uses, **retail** spaces command the highest rents in the Study Area and, while they command lower rents than in Brooklyn overall (approximately \$45 per square foot vs. \$54 per square foot on average), retail spaces in the Study Area are occupied at higher rates (1.7% vs. 3.4% in Brooklyn overall). Retail space in newly developed properties boasts rents similar to the overall market (approximately \$2 per square foot higher).

Industrial rents have grown at the fastest rate of any building typology in the Study Area, as is the case in Brooklyn overall, with 79% and 91% growth over 10

years, respectively. Industrial rents are approximately \$29 per square foot in the Study Area today, about \$2 less than Brooklyn overall. Industrial vacancy in the Study Area has increased over the last decade to 8.2% (distinct from Brooklyn, which has remained flat), likely signaling a weakening demand for aging industrial space in the Study Area while prime industrial space continues to command higher rents. The Study Area has seen minimal industrial development in recent years, with most new industrial space concentrated to the west in the South Brooklyn Industrial Business Zone and in other waterfront sections of Brooklyn like Red Hook to the northwest.

In the Study Area, as in Brooklyn, the **office** market has struggled since the onset of COVID. Office spaces in the Study Area are listed for lower rents than in Brooklyn overall (approximately \$40 per square foot on average versus \$45 per square foot) and have high and rising rates of vacancy (24% today, up from 3% in 2014) than those throughout Brooklyn (17% today, up from 5% in 2014). This data suggests there is not demand for additional office space in the Study Area.



Photo credit: Grain

Study Area Average Rent & Vacancy – All Properties

Use	Avg. Rent Per SF (2024) ¹¹	% Rent Growth, 2014-24 ¹²	Vacancy (2024)	Vacancy (2014)
Multifamily	\$45.72	20%	1.4%	3.1%
Retail	\$44.51	42%	1.7%	2.7%
Industrial	\$28.99	79%	8.2%	4.3%
Office	\$40.12	8%	24.3%	3.2%

Study Area Average Rent & Vacancy – Properties Constructed in the Past 5 Years (2019-2024)

Use	# of Properties	Avg. Rent Per SF (2024)	Vacancy (2024)
Multifamily	10	\$79.92	0.3%
Retail	1	\$46.20	N/A
Industrial	0	N/A	N/A
Office	2	\$41.12	N/A

Brooklyn Average Rent & Vacancy

Use	Avg. Rent Per SF (2024)	% Rent Growth, 2014-24	Vacancy (2024)	Vacancy (2014)
Multifamily	\$44.28	20%	2.0%	2.6%
Retail	\$53.93	20%	3.4%	4.3%
Industrial	\$31.14	91%	5.8%	5.7%
Office	\$44.61	28%	16.7%	4.8%



¹¹ As of June 2024, as sourced from Costar listings with active rent information.

¹² Compares Q2 2014 to June 2024

Rent and Home Price Variation by Corridor (2022)

Use	Median Residential Rent	% Change 2010-2022	Median Home Value	% Change 2010-2022
Brooklyn	\$1,715	+24%	\$865,000	+14%
Study Area	\$1,850	+20%	\$1,010,000	+14%
Corridor Group A	\$2,220	+33%	\$1,120,000	+25%
Corridor Group B	\$1,630	+15%	\$810,000	-4%
Corridor Group C	\$1,730	+14%	\$850,000	+8%

Group A: Manufacturing Zone

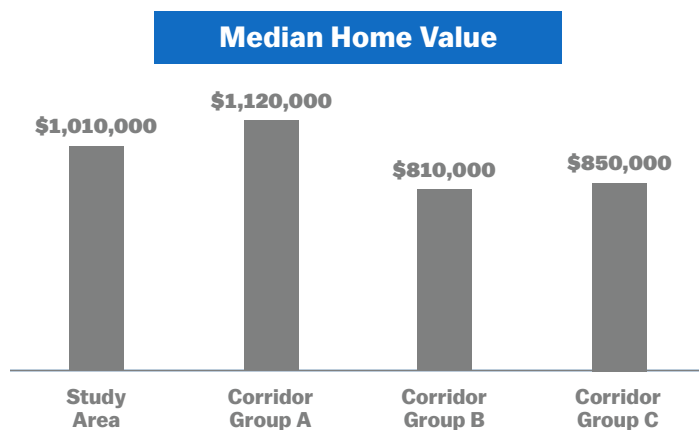
Median residential rents in Corridor Group A as of 2022 were \$2,220 per month, compared with \$1,750 for Brooklyn overall. They comprise the highest rents among the Study Area's three corridors, reflecting growing housing pressures from Park Slope to the north. Between 2010-22, rents in Corridor Group A increased by 33%, compared to 24% for Brooklyn. In 2022, the median home value in Group A was \$1,120,000, compared to \$865,000 for Brooklyn. Home prices in this Corridor are the highest of all Corridors and higher than the median for the full Study Area. The current home price means that the typical household in the 4th Avenue North section would need to pay 61% of their income to afford the average house in the area, while the typical household in Windsor Terrace would need to spend 38% of their income.¹³ Across the Group A Corridor, home values increased by nearly 25% between 2010-22, outpacing Brooklyn's rate of 14%.

Group B: Residential Zone

Median gross rent in Corridor Group B was \$1,630 in 2022, the lowest of all Corridors. Between 2010-2022, median gross residential rent in Corridor Group B increased by 15%, compared to a 24% increase for Brooklyn. In 2022, the median home value in Group B was \$810,000, compared to \$865,000 for Brooklyn. While rents and home prices in this Corridor are the lowest of the three Corridors, they still mean that the typical household in the Corridor would need to pay 92% of their income to afford the average house in the area. Home values in this Corridor remained relatively stable between 2010-2022, while those in the Study Area and Brooklyn grew.

Group C: Community Infrastructure Zone

Median gross rent in Corridor Group C was \$1,730 in 2022. Between 2010-2022, residential rent increased by 14%, compared to 24% for Brooklyn. In 2022, the median home value in Corridor Group C was between



\$850,000, slightly lower than Brooklyn's \$865,000. This means that the typical household in the 39th Street section would need to pay 51% of their income to afford the average house in the area, while the typical household in the 63rd Street section would need to spend 100% of their income. Across the Group C Corridor, home values increased by nearly 8% between 2010-2022, outpacing Brooklyn's rate of 14%. Overall, this Corridor occupies the middle position of the three Corridors in terms of rental and home affordability.

¹³ Financial experts do not advise spending more than 25-28% of income on mortgage payments.

Land Use Context

Existing Land Use

The Existing Land Use map highlights that roughly half of the Study Area is built out with low- to mid-density housing, particularly east of 4th Avenue, while significant clusters of vacant or underutilized parcels remain along 3rd Avenue and in the transitional industrial blocks near the Gowanus Expressway. These corridors contain older one- and two-story industrial structures, many dating from the early to mid-20th century, now functioning as warehouses, auto repair shops, or storage facilities. In contrast, 4th Avenue is characterized by mixed commercial and residential buildings, with small retail and community facilities at the ground floor.

This juxtaposition reveals the transitional nature of South Brooklyn: residential expansion pressing westward from 5th Avenue meets the remnants of industrial uses migrating eastward from the waterfront. This underscores the area's importance as a buffer zone between heavy industry to the west and stable residential neighborhoods to the east, precisely the kind of environment the BOA program seeks to guide toward balanced reuse.

Detailed Findings

The Study Area is primarily organized along 4th Avenue, which acts as a commercial corridor south of 39th Street and a mixed commercial/industrial corridor north of 39th Street. The cross-street portions of the Study Area between 3rd and 5th Avenues are primarily residential, interspersed with some institutional uses. The zone between 24th Street and 39th Street has several larger industrial or transportation-oriented parcels, including the MTA Jackie Gleason Depot at 5th Ave and 38th Street, along with some commercial and residential uses. The area to the north of 24th Street is commercial and residential in character, transitioning from the mixed industrial Gowanus directly to the north of the Study Area. The portion of the Study Area along the north side of Greenwood Cemetery is primarily residential, interspersed with some institutional and utility uses. The southernmost portion of the Study Area, south of 63rd Street and extending east to 8th Ave, is comprised of an MTA rail corridor and adjacent industrial uses.



Study Area Land Use

Land Use	Total Built Area (SF)	% of Total Built Area
Residential or Mixed Use	11,028,532	65%
Transportation & Utilities	154,847	1%
Industrial	2,046,771	12%
Commercial/Office	1,342,475	8%
Other	2,506,723	15%

There are a diversity of land uses in the BOA Study Area. More than half – 65%, or over 11 million square feet – of built area is either purely residential (49%) or mixed residential/commercial (16%). While approximately 13% of lot area is devoted to transportation and utility uses, only 1% of built area is dedicated to active transportation and utility use, reflecting the open space of the large MTA rail yards

to the south of Greenwood Cemetery and the land including and adjacent to the future IBX rail line at the southern end of the Study Area. Approximately 12%, or over 2 million square feet, of built area is industrial, while the remaining 15%, or 2.5 million square feet, of built area is comprised of a mix of public facilities and institutions, open space, parking facilities, and vacant land (“Other”).

Group A: Manufacturing Zone

Land Use	Total Built Area (SF)	% of Total Built Area
Residential or Mixed Use	5,220,096	55%
Transportation & Utilities	126,835	1%
Industrial	1,568,379	17%
Commercial/Office	1,145,591	12%
Other	1,441,791	15%

Over half, 55% or 5.2 million square feet, of the built area of Corridor Group A is purely residential or mixed residential/commercial. This is followed by 17% of the built area, or over 1.5 million square feet, being dedicated to industrial use. The remainder of the

Corridor’s built area is split between commercial and office use (1.1 million square feet) and other land uses, primarily public facilities and institutions. Only 1% of the Corridor’s built area is dedicated to transportation and utilities.

Group B: Residential Zone

Land Use	Total Built Area (SF)	% of Total Built Area
Residential or Mixed Use	4,730,135	82%
Transportation & Utilities	7,715	0%
Industrial	43,862	1%
Commercial/Office	69,972	1%
Other	916,949	16%

The Group B Corridor is far more residential and densely populated than the other two Corridors. 82%, or 4.7 million square feet, of built space in Corridor Group B is made up of residential or mixed use

buildings. This is followed by 16% of built area being dedicated to other land uses such as public facilities and institutions. This reflects the prevalence of schools and other public facilities in the Corridor.

Group C: Community Infrastructure Zone

Land Use	Total Built Area (SF)	% of Total Built Area
Residential or Mixed Use	1,078,301	60%
Transportation & Utilities	20,297	1%
Industrial	434,530	24%
Commercial/Office	126,912	7%
Other	147,983	8%

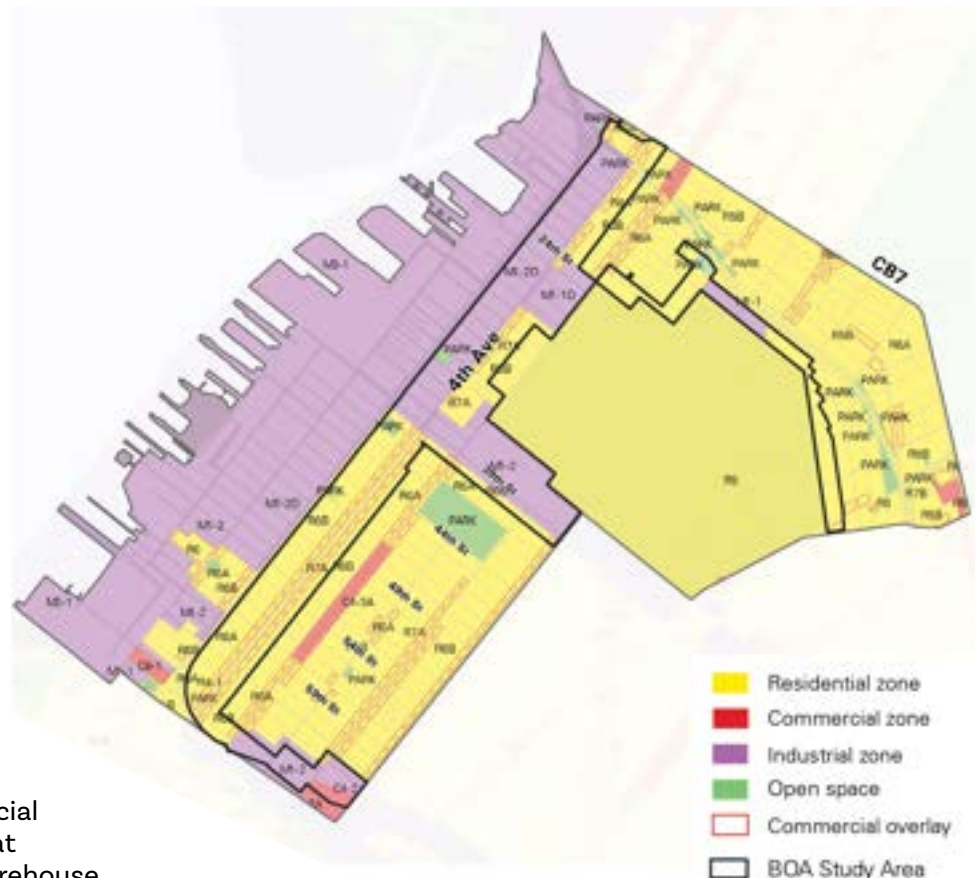
Corridor Group C has the most built area dedicated to industrial uses out of the three corridors (24%, or over 434,000 square feet). The Corridor is significantly residential as well, with 60% of its built area dedicated to residential and mixed use buildings, higher than that of Corridor Group A. Despite 53.3% of Corridor Group

C's tax lot area being dedicated to transportation and utilities, such as the MTA rail yards along 38th Street and the N-train rail line to the south, only 1% of built area is dedicated to these uses. This indicates that Corridor Group C is significantly underbuilt compared to its land area.

Existing Zoning

The Existing Zoning map shows a complex layering of residential, commercial, and manufacturing districts that define the physical and functional identity of the South Brooklyn BOA Study Area. East of 4th Avenue, predominantly R6 and R7 residential zones contain a mix of small multifamily buildings and community facilities. West of 4th Avenue, M1 and M2 manufacturing districts dominate, accommodating light industrial, warehousing, and transportation uses. This juxtaposition reflects the neighborhood's transition from a traditional industrial base to a mixed urban fabric.

However, zoning does not always align with existing uses. Nonconforming residential buildings appear within manufacturing zones, while commercial overlays often extend into blocks that function primarily as industrial or warehouse space. This mismatch reflects decades of incremental change and partial rezoning, and reinforces the need for targeted rezoning to enable compatible, mixed-use redevelopment that can sustain both jobs and housing.



Detailed Findings

The Study Area is comprised almost completely of two zoning classes, residential and industrial, with small areas of commercial and open space zoning. There are, however, considerable commercial overlays along 4th Avenue. The manufacturing districts extend inward from the waterfront and nearby Gowanus, north of 39th Street, inward to the MTA depot, and between 3rd and 4th Avenues. There is a separate manufacturing zone east of 5th Avenue along the MTA rail corridor in the southern section of the Study Area. Most of the remainder of the Study Area is zoned as residential, extending landward from 3rd Avenue away from the waterfront. The 4th Avenue corridor has a commercial overlay, which corresponds to the mixed-use nature of the Avenue and allows for a higher intensity of retail, dining, and shopping activity.

In general, M-Districts primarily allow for manufacturing and most commercial uses, C1/C2 districts are commercial overlays allowing retail frontage, C3/C4 districts allow for greater commercial density and option of mixing in residential, and R-Districts allow for residential uses. These can be used in combination for a mixed-use district (i.e. R7D/M1-4) to provide a mix of all uses.

For manufacturing, there is a range of use groups which relate to the intensity of use and potential impacts. M1 zones are light industrial allowing for some community facility spaces, and all commercial uses. M2 for medium manufacturing allows most commercial uses except for hotels and the heaviest manufacturing. M3 allows for the most impactful heavy manufacturing. No M zone in the Study Area allows for amusement uses.

R1-R5 residential districts are considered low-density, R7-R8 are mid-density and R9 and above is high-density. Each of these zoning designations specifies the maximum size through a floor area ratio (FAR) and bulk with limits on heights along with required yards and setbacks which change per zone.

Notably, there is an Industrial Business Zone (IBZ) directly adjacent to the Study Area, comprising the industrial zone extending from 3rd Avenue to the waterfront. Industrial Business Zones (IBZ) were created in 2006 to define protected manufacturing areas by a commitment to the land use not allowing for residential but rather for incentivizing manufacturing and industrial businesses to grow and relocate to these zones.



Photo credit: Grain

Brownfield, Abandoned, and Vacant Sites

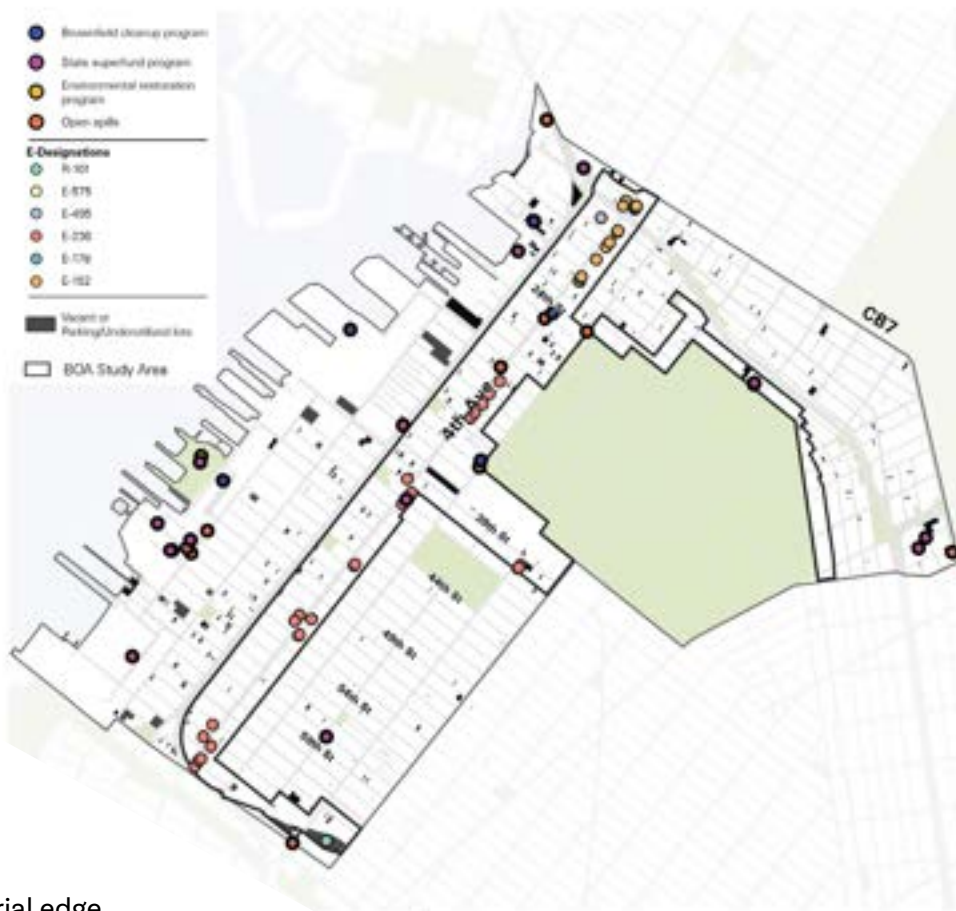
The Study Area occupies a strategic location adjacent to an Industrial Business Zone (IBZ) and contains a significant concentration of manufacturing uses, while also bordering two primarily residential neighborhoods situated north and south of Greenwood Cemetery. Vacant lots and lots devoted to parking area represent 2.75% of the total lot area in the BOA Study Area boundary. This land use mix has contributed to the presence of both known and suspected brownfield sites, as well as other potentially contaminated properties, throughout the Study Area.

The map also identifies dozens of parcels that are underbuilt relative to their zoning capacity, particularly along 3rd and 4th Avenues, in the northern corridor near 20th–30th Streets, and near the southern industrial edge around 63rd Street. Many of these parcels exhibit characteristics consistent with brownfield eligibility: former industrial uses, limited current activity, and potential contamination.

The spatial distribution of these sites is not random: they tend to cluster around major transportation infrastructure (the BOE, the MTA rail yard, and 39th Street) and in blocks with fragmented ownership patterns. Spatially, these clusters overlap with areas of high transit accessibility and environmental need, making them ideal targets for coordinated redevelopment to deliver affordable housing, light industrial employment, and green infrastructure within a single framework. By concentrating Phase 2 assessments and investment around these clusters, the BOA can leverage public infrastructure and community partnerships to create catalytic redevelopment zones.

Detailed Findings

Data from the New York State Department of Environmental Conservation's Environmental Site Remediation Database and NYC OpenData's E-Designation dataset identify numerous sites with confirmed or potential contamination. Based on this initial Phase 1 Environmental Site Assessment (ESA),



all identified sites are considered eligible for a Phase 2 ESA through the BOA program or other state and federal sources. A Phase 2 ESA would confirm and delineate the nature and extent of any contamination and provide essential information to guide remediation and redevelopment efforts. Priority should be given to properties with historically high-risk uses such as former gas stations, dry cleaners, and industrial facilities, as well as those in strategic locations that could catalyze broader redevelopment as stated above. Sites over 10,000 square feet are more easily redeveloped, while those under that threshold are candidates to be combined with adjacent lots to increase their redevelopment potential. An inventory and site profiles for the brownfield, abandoned, and vacant sites shown within the BOA Study Area can be found in Appendix A.

Several potential Phase 2 ESA candidates include:

- There are two State Superfund sites within the Study Area: one at 20th Street near Prospect Park West (along the north side of Greenwood Cemetery), and the other at 41st and 4th Ave.
- There are three Brownfield Cleanup Program sites within the Study Area. One is present at

the same site as the State Superfund site at 20th Street (mentioned above); another is at 4th Avenue between 24th and 25th Streets; and the third at 36th Street and 5th Ave.

- There are four open spill sites within the Study Area, all of which are located within the industrial zone between 39th St and 24th St within the Study Area. Two are located directly adjacent to

Greenwood Cemetery on 5th Avenue, at 24th St and 36th St, while the other two are located on 4th Ave at 25th St and 30th St.

- There are 46 E-Designation sites within the Study Area, reflecting restrictions primarily related to hazardous materials and air quality concerns.

Building Inventory

The Building Inventory Map provides a detailed snapshot of the Study Area's built fabric, illustrating variations in building age across South Brooklyn. Taken together with the previous Existing Land Use, Existing Zoning, and Brownfield, Abandoned, and Vacant Sites maps, the Building Inventory map reveals a clear spatial pattern:

- Older, low-rise industrial structures concentrated west of 4th Avenue and near the Gowanus Expressway;
- Mid-rise mixed-use and residential buildings along 4th Avenue, representing the neighborhood's primary corridor of recent reinvestment; and
- Predominantly low-rise residential blocks east of 5th Avenue, with scattered institutional and community facilities.



This built form analysis underscores that many of the one- and two-story industrial buildings west of 4th Avenue are nearing the end of their functional lifespan and occupy parcels that could support higher-intensity uses. Their structural condition, combined with potential environmental contamination, positions them as prime candidates for brownfield remediation and adaptive reuse.

The Building Inventory Map also reveals how few parcels currently support multi-family housing capable of meeting population growth. Most residential buildings east of 5th Avenue were constructed prior to 1960 and lack modern accessibility or energy efficiency features. Rehabilitation and selective infill

on suitable lots could expand the housing stock without eroding neighborhood character.

Finally, the Building Inventory analysis complements the Brownfield, Abandoned, and Vacant Sites map, clarifying where underutilization stems not just from empty lots, but from obsolete buildings that constrain reinvestment. Integrating building condition data with zoning and ownership information can help prioritize which sites warrant demolition and remediation versus rehabilitation. This evidence-based approach directly advances the goal for redevelopment decisions to balance economic feasibility with historic preservation and community benefit.

Detailed Findings

There are 3,720 buildings across the 3,434 tax lots within the BOA Study Area. The average building age in the BOA Study Area is 1923, and the median year built is 1914. Most of the buildings in the Study Area were built before 1940 (2,794, or 84.6%), while 162 (4.9%) were built after 2000. Many of the newest buildings

in the Study Area are concentrated in its northern section along 4th Avenue, while the vast majority of residential buildings in the southern sections (Corridor Group B) were built before 1940. 131 tax lots do not contain year built information.

Land Ownership Pattern

The Land Ownership Pattern map identifies a network of publicly controlled parcels, including MTA facilities, City-owned lots, and institutional campuses that represent some of the most strategic redevelopment opportunities within the BOA. Many are currently underutilized and are occupied by surface parking, storage, or inactive industrial use.

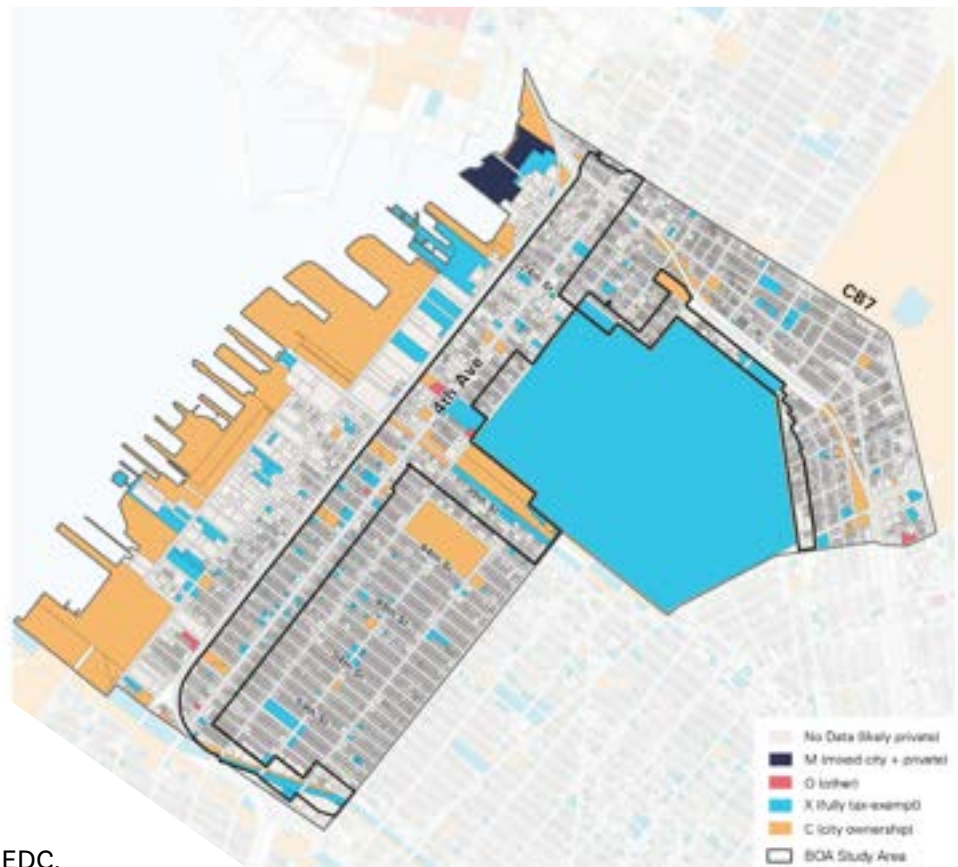
These parcels are essential to addressing housing demand and displacement pressures, as they provide rare opportunities to create deeply affordable housing without displacing existing residents. They also can address public realm and open space deficits by allowing integration of community amenities such as plazas, recreation areas, and civic uses within redevelopment plans.

Interagency coordination among DOS, EDC, DOT, HPD, and MTA will be critical for unlocking these properties' full potential and aligning capital investments with the community's vision.

Detailed Findings

There are a wide range of landowners in the Study Area. Public agencies are among the largest landowners, with the MTA, Department of Education, and the Parks Department comprising three of the top ten landowners by lot area. Con Edison is another large landowner by lot area, owning an entire block for the Greenwood Substation at 23rd St and 5th Ave.

In total, there are 3,137 listed landowners in the Area. 3.99% of tax lots are classified as being owned



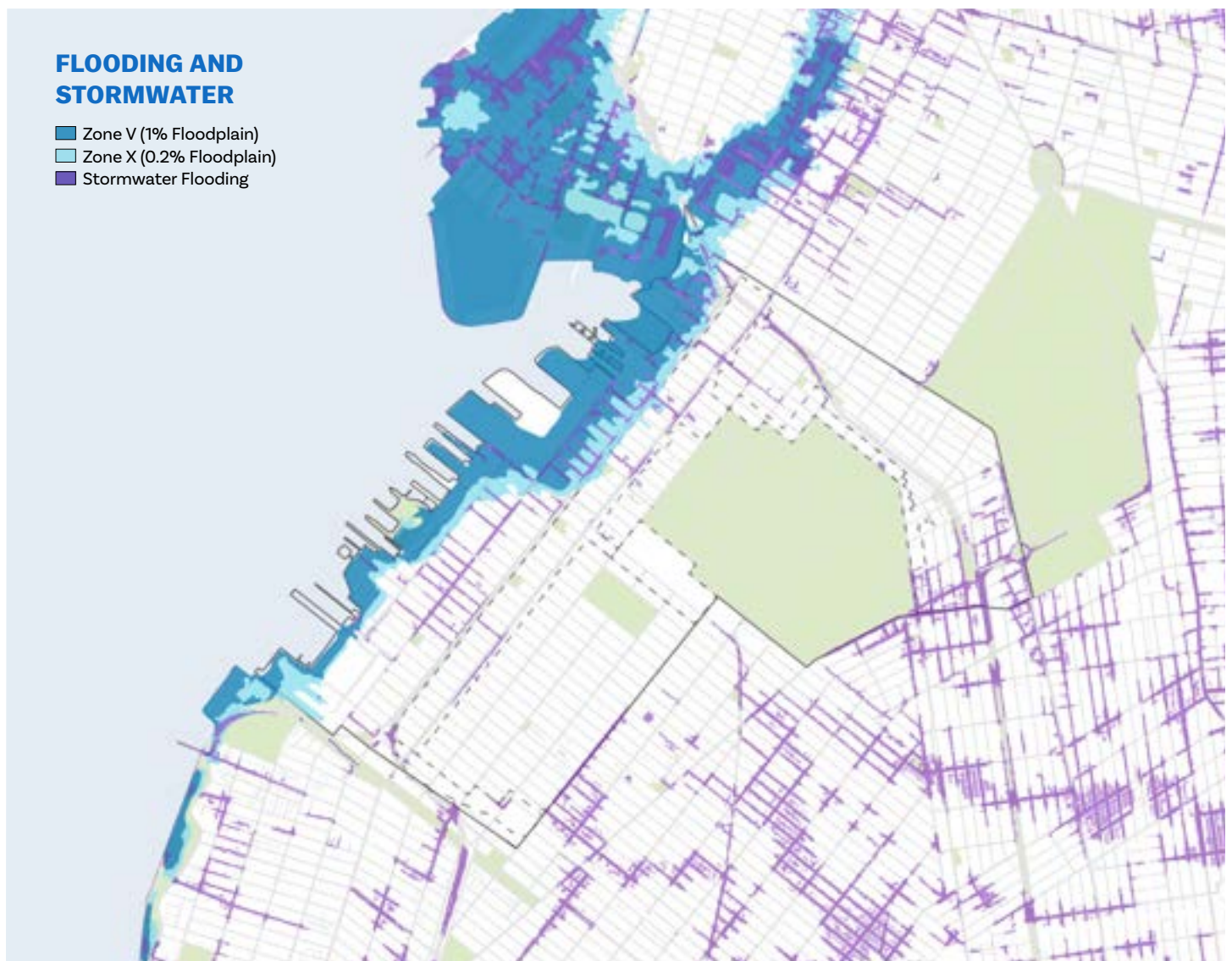
by the City, while 11.3% are listed as being fully tax exempt. 73.2% of lots have unknown ownership type, although MapPLUTO notes that this typically indicates private ownership.

The high number of landowners reflects a pattern of highly fragmented landownership. There are a preponderance of lots with roughly 2,000 SF in surface area, the smallest platted unit, followed by lots twice that size. This pattern reflects the smaller scale, artisanal nature of manufacturing in the area near the BQE, and also highlights opportunities to combine smaller sites into larger assemblages given that ground-up development typically becomes financially sustainable on lots with a minimum area of 10,000 SF.

Natural Resources and Environmental Features

The Natural Resources and Environmental Features maps illustrate how the physical and ecological context of the Study Area influences both existing conditions and redevelopment opportunities. The Flooding and Stormwater map shows how much of the area west of 5th Avenue was historically marshland or filled shoreline, resulting in low-lying terrain that remains vulnerable to flooding. These hydrological

conditions are compounded by limited stormwater infrastructure capacity and a high percentage of impervious surfaces, which increase runoff and localized flooding during heavy rain events. Areas closest to the waterfront and along lower-lying industrial corridors are most susceptible, underscoring the importance of integrating resilient design and green infrastructure into future development.

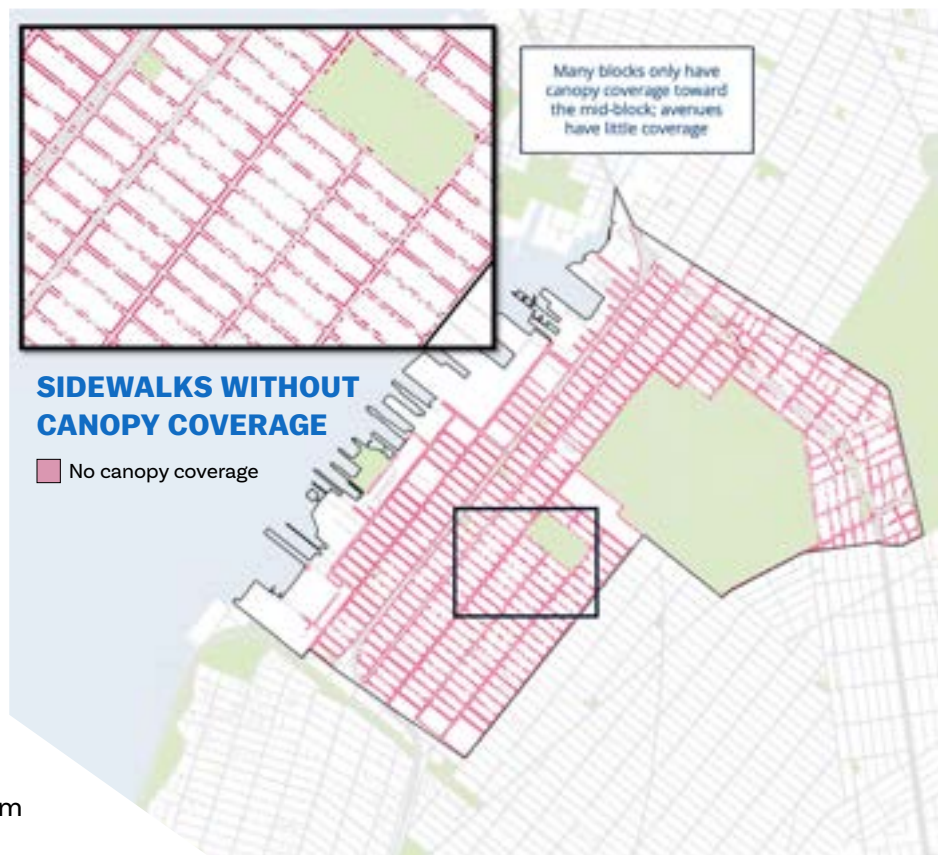
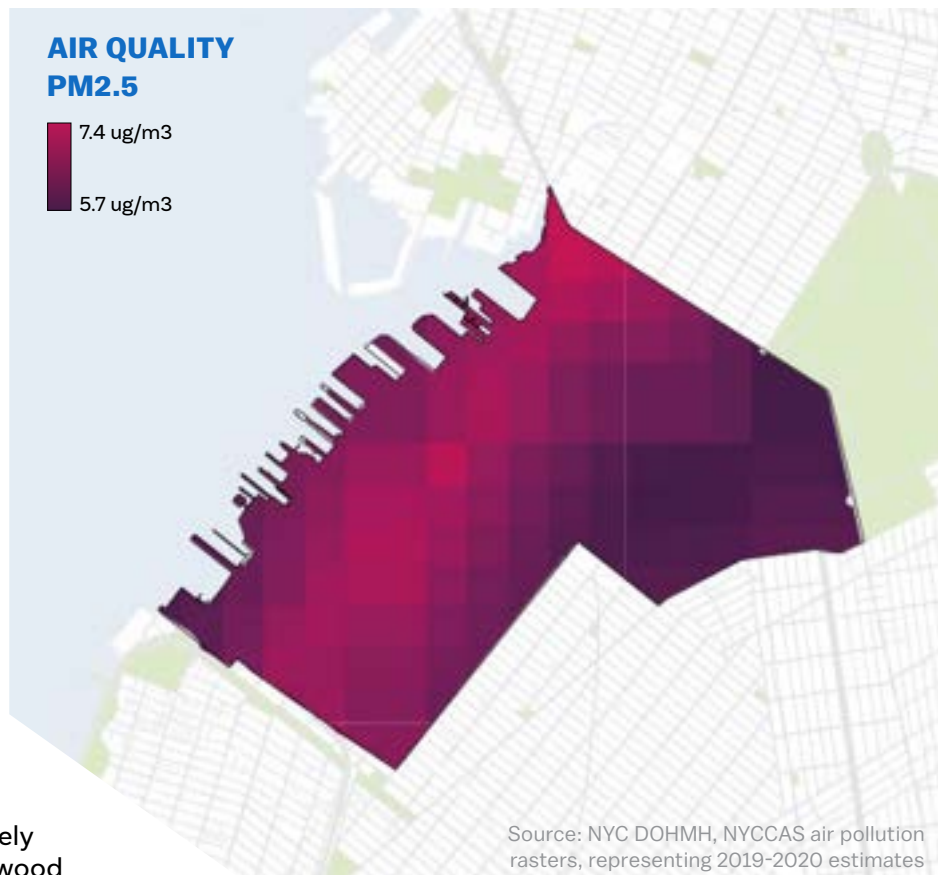


Source: NYC Stormwater Flood Map (Extreme Flood with 2080 SLR); FEMA FIRM flood layers

The Air Quality map, created from air quality data from the NYC Department of Health and Mental Hygiene, shows a lighter-shaded concentration of particulate matter (PM 2.5) in a north-south band mapping directly along the Brooklyn-Queens Expressway (BQE) and the 4th Avenue truck route, which are more industrial sections of the neighborhood and see heavy freight traffic. Reducing truck emissions, introducing last-mile freight strategies, and encouraging building upgrades that improve indoor air quality could meaningfully improve environmental health outcomes for nearby residents and workers.

The Sidewalks Without Canopy Coverage map reveals how tree canopy coverage across the Study Area is low throughout, particularly within industrial zones and along major corridors, where expansive paved lots and limited vegetation dominate the landscape. Open green space is largely concentrated in Sunset Park and Greenwood Cemetery, leaving other parts of the Study Area underserved. Expanding urban tree canopy and adding landscaped buffers along truck routes and throughout redevelopment sites could improve air quality, reduce heat island effects, and manage stormwater more effectively.

These patterns reveal clear opportunities for aligning brownfield remediation with environmental resilience. Redevelopment efforts can advance multiple goals by pairing site cleanup with the creation of new open spaces, green infrastructure, and climate-adaptive design. Industrial redevelopment could incorporate permeable surfaces, stormwater retention systems, and rooftop vegetation, while residential and mixed-use projects near higher-risk flood zones should elevate structures or use flood-resilient building materials. Together, these interventions would transform environmental constraints into long-term community and ecological assets.



Detailed Findings

Flooding and Stormwater

Given the topography of Sunset Park generally sloping down to the New York Harbor, portions of the Study Area have potential flooding and stormwater issues. To the north of 36th Street there is a segment along 3rd Avenue in Zone X in particular half of the block between 27th-28th Street and 29th-30th Street. Stormwater flooding data show extreme flood risk with 2080 Sea Level Rise and include a stretch of 4th Avenue between 50th and 58th Street as well as 21st Street, 27th Street, and 33rd Street.

Air Quality PM2.5

A primary source of air pollution from 2019-2020 DOHMH estimates includes a heavier concentration along the Brooklyn-Queens Expressway and the junction with the Prospect Park Expressway to the north. Combined with heavy traffic corridors of 3rd and 4th Avenues and low topography this is an identifiable issue through the length of the study area.

Tree Canopy

A survey of the tree canopy shows that many blocks have only canopy coverage toward the mid-block. The north-south connections, from 3rd to 5th Avenues in particular have little tree canopy coverage which could help mitigate air quality issues and provide needed shade and cooling.

Parks and Open Space

The Parks and Open Space map demonstrates that despite the presence of Sunset Park and Greenwood Cemetery, the Study Area remains underserved by local open spaces and safe pedestrian connections. South of 40th Street, many blocks lie more than a quarter-mile from a public park, and major thoroughfares act as barriers rather than connectors. The map also illustrates how open space scarcity may overlap with health outcomes identified in the Natural Resources and Environmental Features maps, as neighborhoods with minimal vegetation and tree canopy tend to coincide with areas of higher heat exposure, poor air quality, and flooding risk. The integration of green infrastructure elements such as bioswales, curbside plantings, and small community gardens can thus serve dual purposes: improving quality of life while mitigating environmental hazards.

This condition echoes key findings that highlight the need for small-scale green interventions, such as pocket parks, tree-lined streets, and linear greenways, that can incrementally improve environmental quality and neighborhood livability. Taken with the findings from the Brownfield, Abandoned, and Vacant Sites map, the open space analysis also shows where



improvements to pedestrian safety and open space can be integrated with brownfield redevelopment opportunities to produce visible, early-stage public benefits on repositioned sites throughout the Study Area.

Detailed Findings

While there are several large open spaces in Community Board 7, there are few open spaces within the Study Area itself. Only 3.6% of the tax lot area within the BOA Study Area is classified as open space. However, Sunset Park and Greenwood Cemetery are directly outside the Study Area, and Prospect Park is a short distance from the northern portion of the Study

Area (albeit across the Prospect Expressway). Bush Terminal Piers Park, to the west, provides access to the waterfront, which is otherwise occupied by piers and industrial uses. D'Emic Playground, Gonzalo Plasencia Playground, and Pena Herrera Park are the open spaces within the Study Area.



Photo credit: Grain

Transportation Systems

The Transportation Systems and the following Infrastructure Maps illustrate how the physical systems that sustain South Brooklyn are both vital assets and enduring barriers. South Brooklyn occupies a unique position as one of New York City's most multimodal yet infrastructure-constrained neighborhoods. The Study Area contains a dense web of subway lines, bus routes, freight corridors, and major arterials that both enable connectivity and impose barriers on local circulation. Together, these elements define the Study Area's development framework, shaping mobility, environmental quality, and economic opportunity.

The planned IBX will dramatically improve transit access, catalyzing new development interest, particularly around the 63rd Street area. However, this improved connectivity also raises concerns about speculative pressure and displacement. Overall, this map emphasizes the need for proactive zoning and equitable transit-oriented development (TOD) strategies that cluster housing density near established transit nodes and ensure that Study Area residents can access local job opportunities in growing industries.



- The planned Interborough Express (IBX) alignment, which will connect the Study Area to Queens and central Brooklyn via repurposed freight rail infrastructure running alongside the N subway line.

Detailed Findings

The Transportation Systems map highlights:

- The D, N, and R subway lines, which provide north-south service to Downtown Brooklyn, Manhattan, and Bay Ridge;
- The F and G lines, which run near the Windsor Terrace neighborhood and connect the area northeast of Greenwood Cemetery to Manhattan, the rest of Brooklyn, and Queens;
- There is less bus network presence within the Study Area compared to subway access: the B11, B9, B35, B70, and B103 cross the Study Area at varying points to connect residents to the subways, but fail to form robust connections to points east of 4th Avenue; and

Many portions of the Study Area are well-served by the MTA's subway system, with a total of six train stations serving the N, R and D lines within its boundaries. 4th Ave is the primary transportation corridor of the Study Area and includes on-street protected bike lanes. Additional bike lanes are present along 5th Avenue and 7th Avenue, and bisecting bike lanes are present at 43rd, 44th, 57th, and 58th Streets.

Many portions of the Study Area are not well served by subways. The section of Corridor Group A running along the northern edge of Greenwood Cemetery is not well-served by public transportation, requiring residents to cross the Prospect Expressway to reach the F and G trains, or travel to 4th Avenue for access to the N, R, and D lines.

Infrastructure

While the Study Area is exceptionally well connected regionally, the same infrastructure that facilitates goods movement also constrains neighborhood mobility, safety, and environmental quality.

The Infrastructure map highlights:

- The BQE/Gowanus Expressway, a major regional freight and commuter artery that runs parallel to 3rd Avenue; and
- Major truck routes, including the BQE/Gowanus Expressway, along 4th Avenue, and several east-west routes like the 39th Street corridor which serves as a key east-west truck route linking the Brooklyn Army Terminal and South Brooklyn Marine Terminal to inland industrial areas.



Heavy truck traffic along 3rd Avenue and the BQE contributes to poor air quality and noise exposure for adjacent residential areas. Freight-related emissions overlap spatially with areas of limited green space, compounding environmental stressors identified in the Natural Resources and Environmental Features maps. Reducing local truck mileage through cleaner fleet transitions, last-mile logistics hubs, and off-peak delivery policies could yield measurable public health benefits.

At the neighborhood scale, the map underscores findings from the Parks and Open Space map, revealing how wide arterials, limited crosswalks, and underbuilt sidewalks create pedestrian barriers between residential areas and waterfront job centers. Enhancing east-west connectivity through improved crossings at 3rd and 4th Avenues, protected bike lanes, and traffic calming would link residents more directly to transit, open space, and employment while supporting the BOA's goal of encouraging a connected and livable neighborhood.

Finally, map reveals the continued importance of maritime, rail, and freight access to the South Brooklyn waterfront and the Industrial Business Zone along the waterfront. The proximity of the Marine Terminal, Industry City, and Brooklyn Army Terminal highlights opportunities to modernize logistics and manufacturing functions and promote inclusive

manufacturing job growth while reducing negative externalities related to this supporting infrastructure through cleaner technologies and multimodal freight access.

Detailed Findings

The Study Area is bound on three sides by major transportation corridors, each of which include truck route coverage. 3rd Ave, the Brooklyn-Queens Expressway, the Prospect Expressway, and the Gowanus Expressway each provide important truck access through the region. 4th Ave also contains a truck route between 39th Street and the northern edge of the Study Area. 20th Street, 39th Street, and 61st Street also contain truck routes to facilitate inland connection from the industrial waterfront and 3rd Ave.

In terms of rail infrastructure, the 38th Street Yard and its connections across 38th Street to the industrial uses at the waterfront comprise an important logistics asset in the Study Area. At the southern edge of the Study Area, the rail cut conveys LIRR and MTA traffic. This corridor connects to the 65th Street Yard directly adjacent to the Study Area.

Section IV: Final Recommendations and Implementation Strategy



Section IV: Final Recommendations and Implementation Strategy

Photo credit: Grain

Building on the above existing conditions analysis and in-depth public and stakeholder engagement, FAC has developed a series of policy recommendations to advance the BOA Goals and Objectives outlined in Section 1. In addition, FAC, with support from the Consultant Team, identified three Strategic Sites – one in each Corridor Group – that are representative of the opportunity for future development to achieve the community’s aspirations. The recommendations below fall into the same three categories as the BOA Goals and Objectives and are illustrated in three Revitalization Action Maps below. These recommendations are also the driving force behind the development of the three Strategic Site concepts outlined at the end of this section. Those concepts are meant to drive future implementation of the BOA Study Area vision.

Development Without Displacement

- **Promote affordable housing, neighborhood-serving retail, and community facilities on underutilized M-zoned sites, particularly between 3rd and 4th Avenues, through rezoning for mixed-use districts.** As shown in the Existing Land Use and Brownfield, Abandoned, and Vacant Sites maps, these corridors contain the highest concentration of single-story industrial buildings and vacant lots suitable for adaptive reuse or mixed-income development. Community members voiced time and again the desire for future development in South Brooklyn to expand affordable housing opportunities for families while maintaining the area’s legacy as a center of accessible jobs and promote vibrant street life. This can be accomplished through zoning that allows mixed-use buildings that include housing, manufacturing and commercial space and commercial overlays that incentivize small retail spaces aligned with neighborhood-serving businesses. The zoning reforms adopted in the City of Yes for Housing Opportunity are in line with this recommendation to allow multiple complimentary uses on the same site.
- **Land-bank sites along the future IBX transit line near future stations to promote affordable housing and economic development.** The development of the IBX light rail will help connect the southern portion of the Study Area with neighborhoods across Brooklyn and Queens, as well as transit connections to a broader set of job centers. While this is a positive for Study Area residents, expanded transit

access has the strong potential to drive up property values and rents, worsening existing housing insecurity. The City, State, and MTA should work with community partners to develop a land-banking strategy to set aside existing publicly owned parcels adjacent to the IBX route, and potentially additional sites acquired as part of the project, for future use as mixed-income housing and neighborhood-serving retail and services, rather than for market-rate or luxury housing.

- **Step buildings down on side streets east of 4th Avenue to mid-block context to preserve light and air access for nearby residential uses.** The Building Inventory map

indicates that most side-street structures in these areas predate 1950 and are low-rise, making contextual transitions essential to preserve livability. While this report reflects community feedback to promote a higher density of affordable housing and job-creating uses along the Study Area's Avenues, new development should remain cognizant of the scale of surrounding buildings, particularly with the preservation of residential building access to light and air along side streets. The shadows of future developments should not preclude surrounding buildings from being able to install solar panels.

- **Integrate industrial/manufacturing uses within mixed-use districts near 3rd Avenue and the Southwest Brooklyn IBZ that promote green, high-tech, light industrial, and creative industries.** It is a high priority of FAC, the Brooklyn Borough President's Office, and local industrial advocates that South Brooklyn retain its existing manufacturing/industrial spaces and that they be better positioned to meet future demand for green manufacturing, high-tech manufacturing, light industrial and creative space for start-up businesses. Buildings that integrate these uses with housing will both alleviate the housing crisis

DEVELOPMENT WITHOUT DISPLACEMENT ACTION MAP

Existing Zoning

- Residential
- Commercial
- Manufacturing



and provide opportunities for South Brooklyn residents to access employment in their neighborhood. Underutilized warehousing and light manufacturing spaces should be prioritized for this kind of mixed-use development, while standalone manufacturing and industrial buildings that cannot be combined with residential uses should be preserved and renovated in order to retain South Brooklyn's medium and heavy industrial capacity.

Public Space for Public Good

- **Utilize publicly owned land for 100% affordable housing production and to promote open, green space.** As has recently been policy in New York City, sites owned by public entities that are redeveloped for housing should make 100% of units available as affordable housing to low- and very-low-income households. Given how acute the housing affordability crisis is in South Brooklyn, along with the high risk of housing displacement as the neighborhood continues to grow, publicly-owned sites provide a critical opportunity to expand the inventory of 100% affordable housing. In addition to vacant public sites and those used for parking, City and State agencies should analyze additional

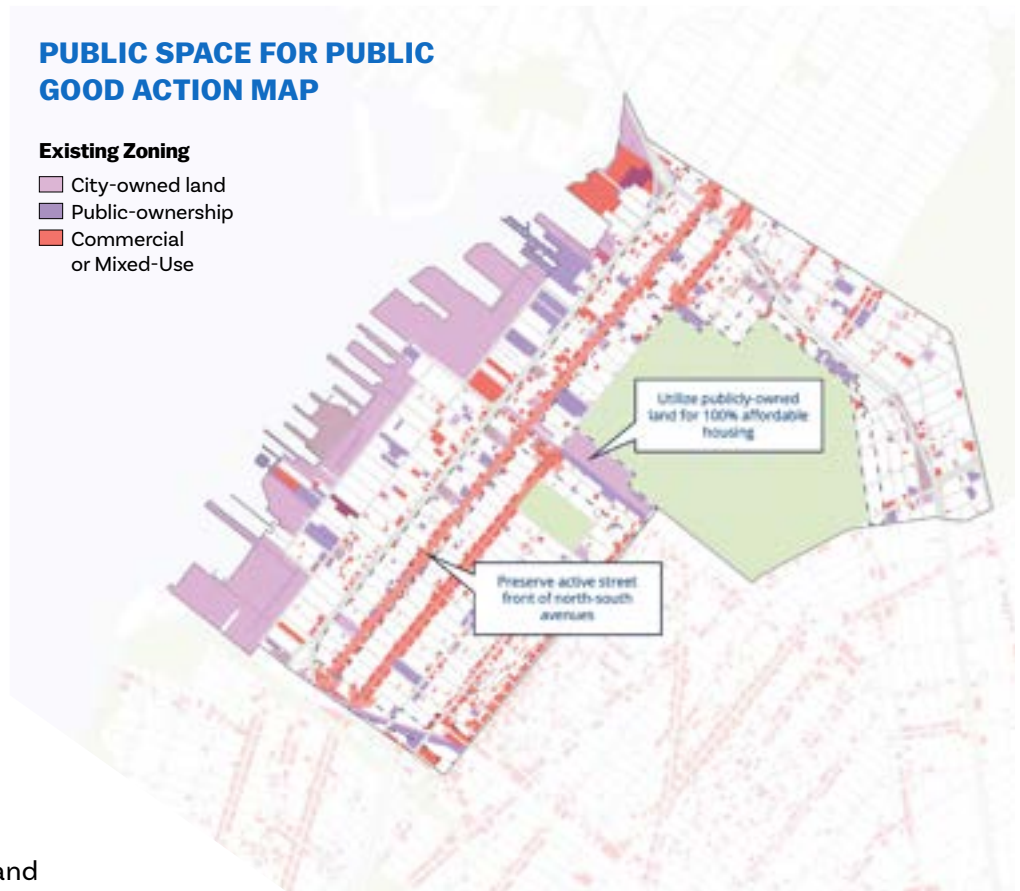
underused/underbuilt public buildings whose functions could be relocated or integrated into a new development on site, freeing up those properties for housing development.

- Partner community organizations with developers to program space for educational, workforce development, health care, senior, and local small business uses, particularly along north-south Avenues where community serving corridors already exist.** Fifth Avenue Committee and other local community organizations can act as intermediaries between developers with dedicated community facility spaces and tenants that provide neighborhood services. Not only should these spaces be prioritized for organizations that promote civic participation, health care, education, workforce, and senior services, they should be easily visible from the street and accessible to community members of all abilities and backgrounds. Locating these facilities in high-foot-traffic areas and near major bus or subway routes will ensure they serve the widest cross-section of residents.
- Preserve the active street front of north-south avenues by promoting programs that assist legacy small businesses and nonprofits with purchasing their buildings or developing agreements with landlords.** In addition to caps on the size of ground-floor commercial spaces, local community-based organizations, elected officials, and business improvement districts that work with small businesses can offer assistance navigating or starting storefront improvement grant programs, equipment upgrade programs, programs that assist businesses with purchasing their spaces, and can develop agreements with landlords that ensure the affordability of commercial spaces over a set period of time. This will ensure the continuation of the vibrant small business street life that especially characterizes 4th and 5th Avenues.

PUBLIC SPACE FOR PUBLIC GOOD ACTION MAP

Existing Zoning

- City-owned land
- Public-ownership
- Commercial or Mixed-Use

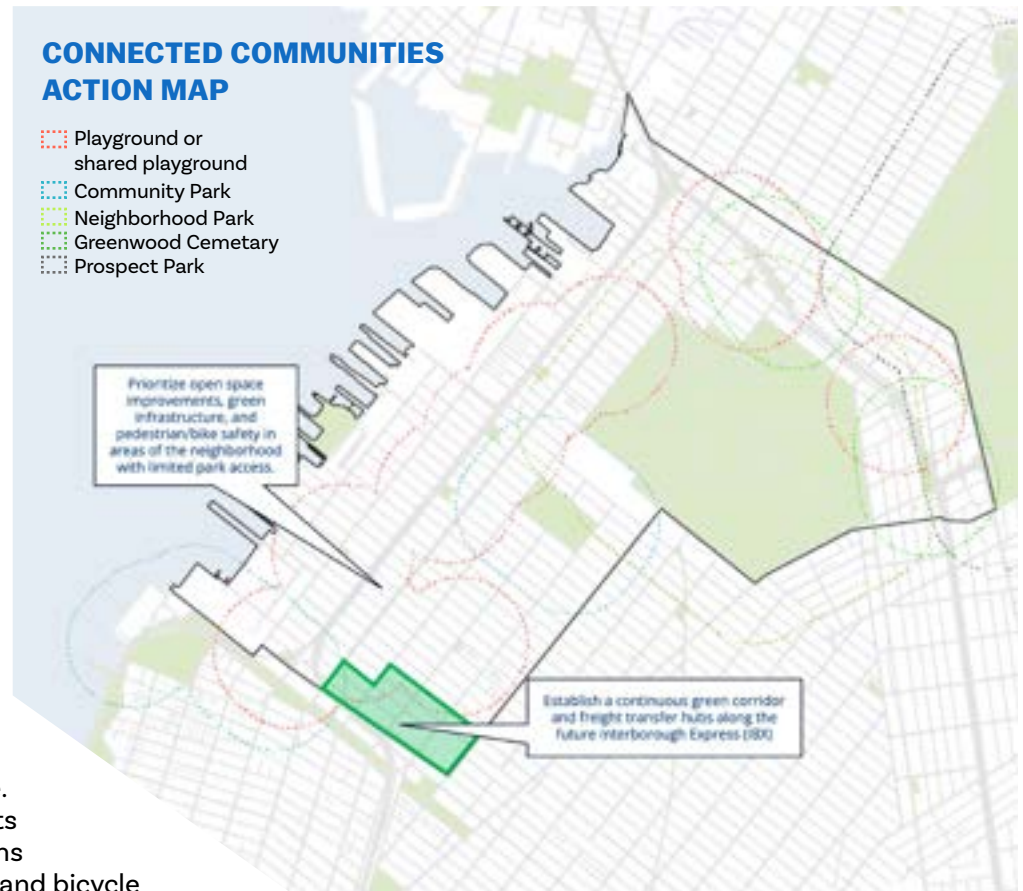


Connected Communities

- Establish a continuous green corridor along the future Interborough Express (IBX) alignment by requiring publicly and privately owned redevelopment sites to include publicly accessible open space, such as a walking and biking trail, throughout the section of South Brooklyn that currently lacks access to parks and green space.** The development of the Interborough Express presents a unique opportunity to reimagine how a large swath of Brooklyn functions in terms of housing, commercial development, and open space along the new transit line. This BOA proposes the adoption of a green corridor to run along the extent of the IBX, including both publicly and privately owned sites, that will serve as a walking and biking trail in an area of New York City that lacks access to parks and open space. This overlaps with the area labeled “Land-bank sites along the future IBX” in the Development Without Displacement Action Map, as well as the labeled southern portion of the Connected Communities Action Map. This requirement would be similar to existing regulations requiring waterfront access improvements for parcels adjacent to waterways.

- **Prioritize developments that center open space improvements, sustainable development, and green infrastructure, including Passive House and net zero development, increased planting and rain gardens to mitigate stormwater events and flooding, improved pedestrian and bike safety, and improved air quality along the BQE corridor.**

Sustainable building practices and materials, stormwater capture infrastructure such as green roofs and rain gardens, and publicly accessible open spaces onsite should be included in new developments to the greatest extent possible. In addition, City departments and community organizations should prioritize pedestrian and bicycle improvements, such as the removal of curb cuts, the widening of bicycle lanes, and enhanced protections for pedestrians at crosswalks. These improvements are particularly important on and adjacent to 3rd Avenue and the BQE, where pedestrian and bicycle infrastructure is less developed, as well as on blocks adjacent to or near the Greenwood Cemetery, where residents voiced the need for more easily navigable and welcoming pedestrian infrastructure. Developments that incorporate green infrastructure and on-site open space are especially needed in the western and southern portions of the Study Area, where the Connected Communities Action Map shows that many residents, particularly those farther from Sunset Park and Greenwood Cemetery, live more than a quarter mile from any public open space other than a playground.



Map reflects 1/4 mile buffers around open space and recreation assets. While much of CB7 is within 1/4 mile of a playground or shared playground, the majority of the BOA Study Area and CB7 is more than 1/4 mile from a community or neighborhood park that offers more robust open space and recreation opportunities.

- **Reduce truck traffic along major corridors by supporting development that integrates with freight transfer hubs on the future Interborough Express (IBX) and existing freight rail line while concentrating manufacturing and logistics uses near established truck routes such as 39th Street and 3rd Avenue.** The Brooklyn Borough President's office and the City plan to utilize the existing freight rail line adjacent to the new IBX to pilot freight transfer hubs. In concert with the recommendation to introduce a green corridor along the IBX, these transfer hubs would allow freight to be offloaded along the rail alignment and to nearby manufacturing/industrial sites without needing extensive truck transportation. By supporting developments that integrate with these transfer hubs and green space, and by promoting manufacturing density along existing truck routes, this BOA aligns with City goals to reduce truck traffic, improve road safety, reduce carbon emissions, and improve resident health outcomes.

Strategic Site Redevelopment Scenarios

To illustrate how these recommendations – and the community’s broader development vision for South Brooklyn – can be manifested on specific sites, FAC and community stakeholders selected three Strategic Sites that are representative of the types of opportunities likely to emerge in the future. Rather than definitive development proposals for each site, the conceptual diagrams and descriptions below showcase how the BOA Goals, Objectives, and Recommendations may look on real sites. These concepts are also meant to serve as templates for similar sites throughout the BOA Corridors.

Site Identification

The three sites were chosen following an analysis of vacant, underutilized, or potentially contaminated soft site properties in the Corridors. During this process, the FAC team identified a longer list of sites that could accommodate future development in line with concepts developed for the three Strategic Sites.

The BOA team began the process by discussing with the Steering Committee sites and sections in the area that are underutilized or potentially contaminated. These included large parking lots, gas stations,

vacant lots, and low-rise warehousing. In addition to sites proposed by the Steering Committee, FAC evaluated sites that met the following criteria using publicly accessible property data from New York City’s PLUTO database:

- Lot size of at least 10,000 sq. ft. (including multiple parcels with shared ownership)
- Currently less than 1/3 built out (based on existing zoning)
- Excluding uses that are undesirable to move (e.g. schools, rent-regulated housing)

This analysis revealed nearly 60 sites totaling more than 50 acres, many of which fell into a series of geographic clusters. The BOA team further grouped the sites into three classifications:

- First Tier: Sites that meet these criteria and are vacant or meaningfully underused (e.g. parking)
- Second Tier: Sites that meet some or most of the criteria, but are actively used for another purpose that could not remain
- Third Tier (Likely Not Strategic Sites): Sites that do not meet these criteria or are otherwise likely not feasible for development

Strategic Site Selection Criteria

Your input and these high-level criteria surfaced potential opportunity sites.

**~60 sites totaling
50+ acres**

**Potential for
thousands of new
units of affordable
housing and new
community-
serving uses**

(Assumes residential rezoning of all sites to minimum 4.0 FAR, with 30% of total units set aside for affordable housing on privately owned sites and 100% affordable on publicly owned sites)



Potential Strategic Sites

First Tier - sites that meet criteria and are vacant or meaningfully underused (e.g. parking)

Second Tier - sites that meet some or most of the criteria, but are actively used for another purpose that could not remain

Third Tier (Likely Not Strategic Sites) - sites that do not meet criteria or are otherwise likely not feasible for development

Clusters of first and second tier sites became clear in Corridor Groups A and C, but not in Corridor Group B. The BOA team decided that, while no strategic sites may be identified at the time of analysis in Group B, the 3 development concepts proposed in this BOA report must meet various portions of the Group B Corridor Goals.

Finally, to narrow this list to three sites, the team then analyzed each cluster based on the following criteria:

1. Site Availability

- Ownership (public / private)
- Known or engaged owner
- Currently for-sale / for-lease; most recent sale year
- Listing price; most recent sales price

2. Development Feasibility

- Existing use
- Zoning
- Percent under-built
- Building age and condition
- As-of-right uses vs. proposed uses
- Market strength

3. Potential Impact

- Scale
- Affordable housing development potential
- Job generation potential
- Community support
- Proximity to public transit and open space
- Potential to replace noxious/unwanted used
- Potential for loss of job-intensive or job-generating uses
- Potential for loss of rent stabilized units
- Alignment with subdistrict development framework, overall BOA goals and objectives

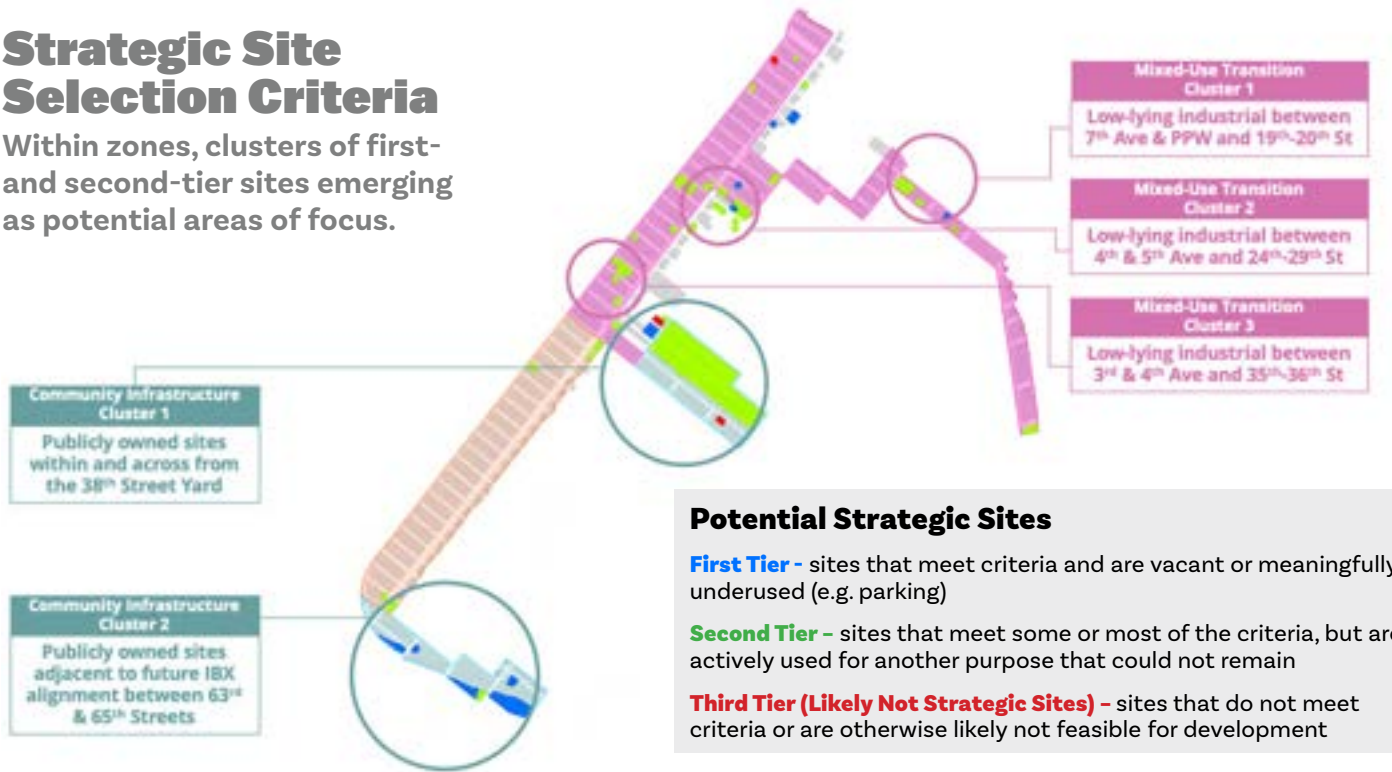
In addition to these criteria, the BOA team consulted the EDR Database Listing Heat Map prepared by Langan which highlights where potential contamination may exist within the BOA Study Area. This map aligned with many of the clusters identified.

Through this analysis, the team identified five clusters of potential strategic sites – two defined by proximity to transit infrastructure and three defined by opportunities for mixed-use development where there is presently largely industrial use. Due to a combination of the above factors, the team chose to select one site or collection of adjacent sites in each of the site clusters identified as “Community Infrastructure Cluster 1,” “Community Infrastructure Cluster 2,” and “Mixed-Use Transition Cluster 3.”

A summary of the five clusters and all sites considered within the clusters is included on the following pages.

Strategic Site Selection Criteria

Within zones, clusters of first- and second-tier sites emerging as potential areas of focus.



Potential Strategic Sites

- First Tier** - sites that meet criteria and are vacant or meaningfully underused (e.g. parking)
- Second Tier** - sites that meet some or most of the criteria, but are actively used for another purpose that could not remain
- Third Tier (Likely Not Strategic Sites)** - sites that do not meet criteria or are otherwise likely not feasible for development

We also examined potential contamination in each cluster with a pollution database heat map of South Brooklyn.



Community Infrastructure Cluster 1

38th Street Yard & Adjacencies



CI.1B: Shell Gas Station

OWNER: BILL WOLF
PETROLEUM CORP
LOT SIZE: 9,706 SF
CURRENT USE: Gas Station

CI.1C: Melody Lanes

OWNER: BESHARA, MICHAEL
LOT SIZE: 20,067 SF
CURRENT USE: Bowling Alley

CI.1D: MTA Parking Lot

OWNER: MTA
LOT SIZE: 40,400 SF
CURRENT USE: Parking Lot

Community Infrastructure Cluster 2

Between 4th & 8th Avenue and 63rd-65th Streets



CI.2A: 4th Ave. & 64th St.

OWNER: NYC Transit
Authority
LOT SIZE: 37,117 SF
CURRENT USE: Vacant

CI.2B: 6313 5th Avenue

OWNER: THE GEORGE
CHRISTO IRREVOCABLE
TRUST
LOT SIZE: 12,360 SF
CURRENT USE: Parking

CI.2C: 649 64th St.

OWNER: 649 64th
REALTY ASSOCIATES LLC
LOT SIZE: 31,682 SF
CURRENT USE: Parking

CI.2D: 657 64th St.

OWNER: BAY RIDGE
CHRISTIAN CENTER INC
LOT SIZE: 18,888 SF
CURRENT USE: Car Rental Lot

CI.2E: 6324 7th Avenue

OWNER: PENTACOSTAL
CHRISTIAN CHURCH
LOT SIZE: 27,750 SF
CURRENT USE: Church

CI.2F: 708-720 61st St.

OWNER: A.R.M. PARKING LLC
LOT SIZE: 19,639 SF
CURRENT USE: Parking,
Residential

CI.2G: 6128 8th Ave.

OWNER: EIGHTH AVE. VA LLC
LOT SIZE: 160,699 SF
CURRENT USE: Parking

Mixed Use Transition Cluster 1

Between 7th Ave & PPW and 19th-20th Streets



MU.1B: 370 19th Street

OWNER: 370 19th Street LLC
 LOT SIZE: 40,068 SF
 CURRENT USE: Printique, Adorama Rental (AV), Sandblasted Glass

MU.1C: 413 20th Street

OWNER: 413-421 20th Street LLC
 LOT SIZE: 12,521 SF
 CURRENT USE: Stone Gallery (natural stone supplier)

MU.1D: 440 19th Street

OWNER: 448 19 LLC
 LOT SIZE: 19,854 SF
 CURRENT USE: KoKo NYC (non-profit arts org.)

MU.1E: 471-481 20th Street

OWNER: EDCA Realty Corp, BROOKLYN COUNCIL NO 60 KNIGHTS OF COLUMBUS
 LOT SIZE: 13,722 SF
 CURRENT USE: Warehousing
 LIVE ON MARKET: For sale

MU.1A: 555 7th Avenue

OWNER: Christina Realty LLC
 LOT SIZE: 20,032 SF
 CURRENT USE: Greenwood Park (bar), Platinum Car Wash

Mixed Use Transition Cluster 2

Between 4th & 5th Avenue & 24th-29th Streets



MU.2A: 740 5th Ave

OWNER: CC 740 5th AVE LLC
 LOT SIZE: 10,017 SF
 CURRENT USE: Mexican Restaurant (Chilo's)

MU.2B: 744 5th Ave.

OWNER: 745 FIFTH REALTY LLC
 LOT SIZE: 10,017 SF
 CURRENT USE: Auto Repair (Batrouni Service Station)

MU.2C: 216 26th St

OWNER: TRI-BORO PROPERTIES
 LOT SIZE: 10,017 SF
 CURRENT USE: Vacant

MU.2D: 802 4th Ave

OWNER: REMICA PROPERTY GROUP CORP.
 LOT SIZE: 16,117 SF
 CURRENT USE: Food and Parking (KFC)

MU.2E: 783 4th Ave

OWNER: ST ROCCO RC CH
 LOT SIZE: 17,500 SF
 CURRENT USE: OBT, St. Rocco's

MU.2F: 234 27th St.

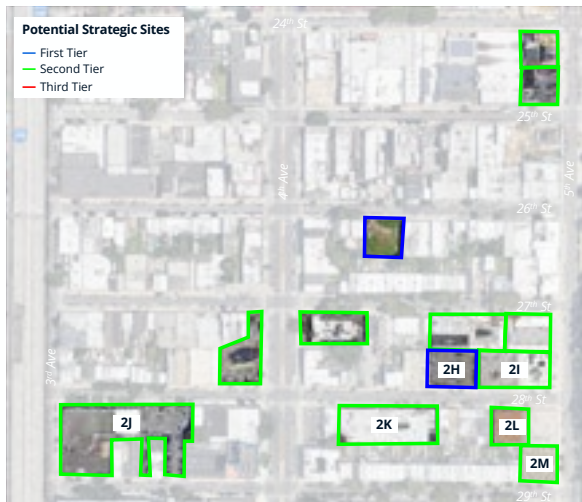
OWNER: P VETRI
 LOT SIZE: 21,000 SF
 CURRENT USE: Low-Rise Industrial

MU.2G: 768 5th Ave.

OWNER: UNAVAILABLE OWNER
 LOT SIZE: 14,023 SF
 CURRENT USE: -

Mixed Use Transition Cluster 2

Between 4th & 5th Avenue & 24th–29th Streets



MU.2H: 199 28th St.

OWNER: VETRI, GERALDINE
LOT SIZE: 13,514 SF
CURRENT USE: Parking

MU.2I: 770 5th Ave

OWNER: 770 FRAME LLC
LOT SIZE: 21,539 SF
CURRENT USE: Low-Rise Industrial (Art to Frames)

MU.2J: 813 3rd Ave

OWNER: W W GRAINGER INC
LOT SIZE: 61,101 SF
CURRENT USE: Industrial (Grainger)

MU.2K: 178 28th St

OWNER: 28th STREET ASSOCIATES
LOT SIZE: 25,042 SF
CURRENT USE: Low-Rise Industrial (World Cheese Co.)

MU.2L: 212 28th St

OWNER: JUNIOS CORP
LOT SIZE: 10,017 SF
CURRENT USE: Low-Rise Industrial (next to Staplex)

MU.2M: 781 5th Ave

OWNER: LOURDES REALTY CORP
LOT SIZE: 10,017 SF
CURRENT USE: Low-Rise Industrial (Staplex Company)

Mixed Use Transition Cluster 3

Between 3rd & 4th Avenue and 35th–36th Streets



MU.3A: Dunkin Donuts and Baskin Robbins

ADDRESS: 126 35th St.
OWNER: 126 35 LLC
LOT SIZE: 12,019 SF
CURRENT USE: Playground, Restaurants, High school

MU.3B: 138 35th St.

ADDRESS: 138 35th St.
OWNER: SB 35-36 REALTY LLC
LOT SIZE: 2,003 SF
CURRENT USE: Low-Rise Industrial

MU.3C: Russian Products (next to Dunkin)

ADDRESS: 140 35th St.
OWNER: SB 35-36 REALTY LLC
LOT SIZE: 16,026 SF
CURRENT USE: Low-Rise Industrial

MU.3D: Grand Kitchen Design

ADDRESS: 158 35th St.
OWNER: SB 35-36 REALTY LLC
LOT SIZE: 10,017 SF
CURRENT USE: Low-Rise Industrial

MU.3E: Royal Metal Products

ADDRESS: 335 36th St.
OWNER: SB 35-36 REALTY LLC
LOT SIZE: 15,025 SF
CURRENT USE: Low-Rise Industrial

MU.3F: 353 36th St.

ADDRESS: 353 36th St.
OWNER: PAB LAND DEVELOPMENT
LOT SIZE: 5,008 SF
CURRENT USE: Low-Rise Industrial

MU.3G: L.I. Electrical

ADDRESS: 340 36th St.
OWNER: 338 36th STREET
LOT SIZE: 9,999 SF
CURRENT USE: Low-Rise Industrial

Strategic Site Clusters

Comparison

	Community Infra. 1A <i>MTA Rail Yard</i>	Community Infra 1B-1D <i>MTA parking lot, Melody, gas sta.</i>	Community Infra 2 <i>IBX adjacency</i>	Mixed-Use Transition 1 <i>7th Ave & 20th St</i>	Mixed-Use Transition 2 <i>5th Ave & 29th St</i>	Mixed-Use Transition 3 <i>35th St & 3rd Ave</i>
SITE AVAILABILITY	2	3	2	2	2	4
Ownership	MTA	Private; MTA	Private; Instit.; NYCT	Private	Private/Civic	Private
DEVELOPMENT FEASIBILITY	2	4	5	3	3	3
% Underbuilt	89%	86%	97%	44%	57%	58%
Current Zoning	M1-2	M1-2	M1-2, R6B, C4-2	M1-1, R5B	M1-1D, M1-2D, R6B	M1-2D
Zoning Action Needed?	Yes	Yes	Yes	Yes	Yes	Yes
POTENTIAL IMPACT	5	3	4	2	4	2
Scale / Lot Size	27.4 ac	1.6 ac	7.0 ac	2.4 ac	5.5 ac	1.6 ac
Proximity to Public Transit and Open Space	●	●	●	●	●	●
Est. Affordable Housing Generation Potential*	5,790 Units	240 Units	570 Units	150 Units	350 Units	100 Units
Job Generation Potential	●	●	●	●	●	●
Potential for Loss of Stabilized Units or Quality Jobs	●	●	●	●	●	●
Actual or Perceived Brownfield Status	TBD	TBD	TBD	TBD	TBD	TBD
TOTAL SCORE	9	10	11	7	9	9

*Assumes residential rezoning of all sites to minimum 4.0 FAR, with 30% of total units set aside for affordable housing on privately owned sites and 100% affordable on publicly owned sites

Strategic Site Analysis & Representative Redevelopments

Selected Strategic Sites

This analysis resulted in three sites that best exemplify community visions and goals across a range of ownership typologies, surrounding uses, transit access, and job generation potential. They are:

- **Site 1 (in Community Infrastructure Cluster 1):** An MTA parking lot and its adjoining substations across from the Jackie Gleason Bus Depot on the west side of 5th Avenue between 37th and 38th Streets, centered at **483 38th Street**.

- **Site 2 (in Mixed-Use Transition Cluster 3):** A collection of sites currently housing light industrial and warehousing uses on the western half of the block between 36th and 37th streets along 3rd Avenue and the Gowanus Expressway (BQE), centered at **327 36th Street**.
- **Site 3 (in Community Infrastructure Cluster 2):** A collection of current warehouse sites on the southeast corner of 61st Street and 7th Avenue bordering the rail alignment of the N train and a future station of the Interborough Express light rail, centered at **6101 7th Avenue**.



Existing Conditions

Site 1 Overview

Existing MTA-owned lot with a 200' x 200' footprint and frontage along 5th Ave



Location: 860 5th Ave

Block: 701

Lot: 38

Zoning District: M1-2

Existing Building: 13,472 SF

Ownership: MTA

Observations:

- Existing historic structure and substation at NW corner to maintain
- Potential for open space connections along 38th Street in line with existing tracks

Block	701
Lots	38
Total Lot Area	40,000 SF
Existing Building Area	13,472 SF
Owner	MTA
Land Use	Transportation and Utility
Zoning	M1-2
FAR	2.0

Site Description:

Strategic Site 1 includes an MTA-owned parking lot and adjoining electrical substations across from the Jackie Gleason Bus Depot on the west side of 5th Avenue between 37th and 38th Streets, centered at **483 38th Street**. Site 1 is primarily used for storage of MTA trailers and MTA employee vehicles. The site is improved with one three-story building, one two-story building, and two one-story buildings; several structures house the NYC Transit electrical substations.

Adjacent Uses:

Strategic Site 1 is adjoined by 37th Street, followed by a commercial building to the north that houses the Melody Lanes bowling alley; 5th Avenue, followed by the MTA Jackie Gleason Bus Depot and railroad tracks

to the east; 38th Street, followed by an MTA parking lot to the south; and a school and residential buildings to the west. The surrounding area is an urban setting characterized mainly by commercial, residential, transportation, utility, and institutional properties; Greenwood cemetery; and public facilities.

Transportation and Access:

Site 1 is located on or near the B63, B70, and B35 bus routes and is a 6-minute walk to the 36th St. subway station serving the D,N, and R lines. Bicycle infrastructure is lacking on streets surrounding the site. There is a protected bike lane along 4th Avenue to the site's west and an unprotected bike lane along 5th Avenue immediately in front of the site, but no bicycle infrastructure on 37th or 38th Streets adjacent to Site 1.

Environmental History

Sanborn Maps

Sanborn Maps for Strategic Site 1 and adjoining and surrounding properties were reviewed for the years 1888, 1906, 1926, 1942, 1951, 1965, 1970, 1976, 1978, 1979, 1980, 1982, 1985, 1987, 1988, 1990 through 1995, and 2001 through 2007. Based on the review of these Sanborn Maps, the following historical use of Strategic Site 1 may have impacted soil, groundwater, and/or soil vapor conditions:

- Two substations; one in operation from about 1926 through present, and one in operation from about 1980 through present (on-line resources).

The following historical uses of properties adjoining and surrounding Strategic Site 1 may have also contributed to potential groundwater and/or soil vapor impacts at Strategic Site 1:

- Bowling alley (1970 - 2007) at 461 37th Street (north-adjoining, inferred down-gradient)
- Machine shop (1970 - 1993) at 465 38th Street (west-adjoining, inferred down-gradient)
- Bus depot, garage, and repair shop (1951 - 2007) at 871 5th Avenue (east-adjoining, inferred up-gradient)
- Repair shop (1906 - 1942) at 871 5th Avenue (75 feet northeast, inferred cross-gradient)
- Display equipment manufacturing and machine shop (1942 - 1993) at 421-433 38th Street (85 feet northwest, inferred down-gradient)
- Filling station (1970 - 2007) and car wash (1970 - 2006) at 842 5th Avenue (100 feet north, inferred down-gradient)

- Iron works (1926) at 447 38th Street (100 feet west, inferred cross-gradient)
- Garage/manufacturer with gasoline tanks (1926 - 1970) at 433-435 38th Street (125 feet west, inferred cross-gradient)
- Railyard (1926 - 2007) at 402 38th Street (150 feet southwest, inferred cross-gradient)
- Iron works/aluminum foundry (1951 - 2007) at 453-455 39th Street (150 feet southwest, inferred cross-gradient)

EDR Radius Map Report

Strategic Site 1 was identified in the following databases:

- “MTA NYCT” at 481 38th Street is identified in the Resource Conservation and Recovery Act (RCRA) Non-Generator (NonGen/No Longer Reporting (NLR), Facility Index System (FINDS), Enforcement and Compliance History Online (ECHO), and Manifest databases. These listings are associated with the generation of hazardous lead waste in 2014.

In addition, reported spills, petroleum bulk storage, chemical bulk storage, and RCRA generators exist and/or have existed at properties adjoining and surrounding Strategic Site 1 (e.g., Jackie Gleason Bus Depot [east-adjoining] and Amoco/Shell Service Station [10 feet north]). These listings may have also contributed to potential groundwater and/or soil vapor impacts at Strategic Site 1.

Proposed Future Use

Site 1 Test Fit

Leveraging publicly-owned land to create affordable housing and community facilities while reducing bulk near surrounding residential uses.

Existing M1-2 Zoning District

13,472

Existing SF



- Residential
- Retail
- Community Facility
- Transportation & Utility

Proposed R7D / C2-4 and R6A Zoning Districts

178,000

Residential SF

12,800

Retail SF

19,400

Community Facility SF

228

Est. Housing Units

*100% Affordable, Publicly-Owned Site

45

Approx. Jobs Onsite

This report recommends that underutilized publicly owned land be prioritized for 100% affordable housing development in accordance with New York City housing policy. The development concept above illustrates what it would look like to maximize affordable housing through a rezoning involving this site, while including community facility space and commercial spaces dedicated to neighborhood-serving retail to meet other community needs. Site 1 is currently zoned M1-2. This illustration assumes the majority of the site would be rezoned to R7D/C2-4 and a portion of the site closest to residential uses would be rezoned to R6A designation, consistent with similar rezonings in the area.

Under this zoning, the site could accommodate as many as 228 apartments, as well as more than 30,000 square feet of community-serving retail and other community facility space.

Preserving the Sunset Park View Corridor & Area Context

This concept maximizes the floor-area-ratio of the site to demonstrate housing potential. Residents near the site emphasized the need for future development to remain cognizant of the size of surrounding buildings and match their built character. In addition to acknowledging surrounding character, maintaining Sunset Park's famous view of New York Harbor is of high importance to a wide swath of South Brooklyn residents. The BOA team therefore tested each strategic site to ensure that the concept does not interfere with this view, and to stress the importance of future developers to do the same. Strategic Site 1 does not interfere with the Sunset Park vista, as shown in the illustration below.

Site 1 View Analysis

Sunset Park Viewpoint: Approx. +160'

Site 1 Ground Floor: Approx. +56'



View from Sunset Park

PROPOSED R7D / C2-4 AND R6A

95'

Base Height

125'

Building Height

155'

Building Height
+ Bulkhead

Feasibility

As with any 100% affordable housing development in New York State, the feasibility of the proposed development program would require a combination of public funding sources that are traditionally made available for such uses, including federal Low-Income Housing Tax Credits (LIHTC), bond financing (most likely through the NYC Housing Development Corporation or the NYS Housing Finance Agency), subsidy loans (most likely through the NYC Department of Housing Preservation and Development or NYS Homes and Community Renewal), contributed land from the MTA, and other funding sources from supportive public officials, such as Council Member and Borough President member items. While the exact funding mix will depend on the specific affordability program and the availability of funds at the time of development, our analysis assumed the project aligns with NYC's Extremely Low & Low-Income Affordability (ELLA) Program. In this case, the project is estimated to require a LIHTC allocation of \$68.2 million, bond financing of \$77.8 million, and \$42.8 million in subsidy loans, or \$187,500 per unit.

This funding summary is prior to the application of Brownfield Tax Credits, which could support the project in several important ways:

1. The illustrative sources and uses assume no acquisition costs and no extraordinary site costs. In reality, reuse of the site for housing development will likely require relocation or modification of existing electrical equipment and accommodate of current MTA uses elsewhere. Brownfield tax credits can support these costs to unlock the site for development in the near term.
2. The development program assumes affordable units available to households making an average of 60% of Area Median Income. While resulting rents would be significantly lower than for any unsubsidized residential development, these

rents will still be unaffordable to many existing and prospective renters in Sunset Park. Brownfield tax credits would enable deeper affordability by enabling lower rents without adding to the required per-unit subsidy provided by traditional City or State affordable housing agencies.

3. Similarly, the use of brownfield tax credits could enable an affordable housing developer to make use of alternative subsidy programs (other than ELLA), such as those for senior housing, supportive housing, and affordable homeownership, which typically require deeper subsidy per unit than is available from housing agencies and therefore rely on alternative funding sources.

Project Benefits and Implications for BOA Development Principles

The proposed development concept maximizes the use of publicly owned land to deliver affordable housing at rents that can be afforded by existing and future working-class residents of Sunset Park. This supports the study's overall vision of ensuring that Sunset Park remains a neighborhood accessible to New Yorkers of a range of incomes. In addition, the concept elevates BOA objectives related to sustainable development and public realm improvements by prioritizing green stormwater infrastructure such as a green roof and rain gardens on street curbs to capture runoff, a major concern of residents in surrounding streets. It recommends the improvement of adjacent bicycle lane infrastructure, improvements to surrounding sidewalks in the form of street plantings and the removal of curb cuts. This concept proposes the future redevelopment of the parking lot across 38th Street, which sits above MTA tracks and is also owned by the City, into a green space to complement these improvements. Taken together with the building's ground-floor uses, this concept seeks to enhance the pedestrian experience along 5th Avenue in a section that currently lacks safe and welcoming infrastructure.

Goal	Objective
1. Development Without Displacement	1.1: Preserve Existing Affordable Housing and Strengthen Housing Security
	1.2: Create Housing Units Affordable to Long-time Neighborhood Residents
	1.3: Complete Environmental Remediation on Brownfield Sites
	1.4: Expand Economic Opportunities and Community Services for Residents
	1.5: Maintain and Modernize Manufacturing Presence and Accessible Jobs in the Area
2. Public Space for Public Good	2.1: Utilize Public Sites for Maximum Affordability
	2.2: Create More Access to Open Space
	2.3: Preserve View Corridors and Respect Built Character
	2.4: Promote Sustainable Development and Anticipate the Effects of Future Planning, Infrastructure, and Climate Change
3. Connected Communities	3.1: Address Existing Safety Concerns and Transit Accessibility
	3.2: Consider Senior Needs and Overall Accessibility
	3.3: Support Small Businesses Throughout the Community

Corridor Group A Goals

- Promote higher-density housing on the avenues, prioritizing affordable housing
- Preserve or expand manufacturing uses by testing mixed industrial/residential development on side streets
- Preserve neighborhood-serving retail and other employment opportunities
- Improve pedestrian safety/public realm

Existing Conditions

Site 2 Overview

One-story warehouses along streets and car-oriented retail along 3rd Ave under the elevated, a key connection to Industry City at 36th St



Location: 35-36th Sts

Block: 692

Lot: Multiple

Zoning District: M1-2D

Existing Buildings: 87,967 SF

Ownership: Various

Observations:

- One-story warehouses mid-block, retail along 3rd Ave
- Sunset Park High School to east

Block	692
Lots	12,18,19,27,50,53,55,61,63,64,65,68,69
Total Lot Area	87,967
Existing Building Area	83,047
Owner	Private, Multiple
Land Use	Industrial and Manufacturing, Retail, Residential
Zoning	M1-2D
FAR	2.0

Site Description:

Strategic Site 2 is approximately 84,000 square feet in area and is improved with seven one-story, five two-story, and one three-story buildings, centered at **327 36th Street**. Operations at Strategic Site 2 include auto repair facilities, retail storefronts, manufacturing facilities, and a limited number of apartments.

Adjacent Uses:

Strategic Site 2 is adjoined by 35th Street, followed by Sunset Park High School and a playground to the north; residential buildings to the east; 36th Street, followed by industrial, commercial, and institutional buildings to the south; and a manufacturing facility,

commercial buildings, and mixed commercial and residential buildings to the west. The surrounding area is an urban setting characterized mainly by institutional, commercial, industrial, manufacturing, and warehouse buildings.

Transportation and Access:

Site 2 is located on or near the B70 and B37 bus routes and is less than a 1 minute walk to the 36th St. subway station serving the D,N, and R lines. Bicycle infrastructure is lacking on streets surrounding the site. There is a protected bike lane along 4th Avenue to the site's east but no bicycle infrastructure on 35th and 36th Streets or on 3rd Avenue to the site's west.

Environmental History

Sanborn Maps

Sanborn Maps for Strategic Site 2 and adjoining and surrounding properties were reviewed for the years 1888, 1906, 1926, 1942, 1951, 1965, 1970, 1976, 1978, 1979, 1980, 1982, 1958, 1987, 1988, 1990 through 1995, and 2001 through 2007. Based on the review of these Sanborn Maps, the following historical uses at Strategic Site 2 may have contributed to soil, groundwater, and/or soil vapor impacts at Strategic Site 2:

- Auto repair facility and garage with four gas tanks (1926)
- Garage/warehouse with two gas tanks (1926 - 2007; one tank removed circa 1985)
- Garage with one gas tank (1951)
- Printing facility (1951)
- Manufacturing facilities (1965 - 2007)

The following historical uses of properties adjoining and surrounding Strategic Site 2 may have also contributed to groundwater and/or soil vapor impacts at Strategic Site 2:

- Garage with two gas tanks (1926) at 151-165 35th Street (north-adjoining, inferred cross- and down-gradient)
- Manufacturing facilities (1951 - 2006) at 147-165 35th Street (north-adjoining, inferred cross- and down-gradient)

- Paper and printing company and coal storage (1906 - 1926) at 115-145 35th Street (north-adjoining, inferred down-gradient)
- Plating facility (1970 - 2007) at 322 36th Street (south-adjoining, inferred up-gradient)
- Drycleaner (1965 - 1991) at 948 4th Avenue (94 feet southwest, inferred up-gradient)

EDR Radius Map Report

Strategic Site 2 was identified in the following databases:

- “Jamestown Commercial Management Company LP” at 220 36th Street is identified in the Aboveground Storage Tank (AST) database under New York State Department of Environmental Conservation (NYSDEC) Petroleum Bulk Storage (PBS) facility ID 2-612864 for an active 3,000-gallon diesel tank.
- “Doob USA 3D Retail LLC” at 220 36th Street is identified in the FINDS database.
- “Perfect Print Inc.” at 220 36th Street is identified in the FINDS database.
- “Ampack Plastics Inc.” at 154 35th Street is identified in the FINDS database.

In addition, reported spills, petroleum storage, drycleaners, and RCRA generators exist and/or have existed at properties adjoining and surrounding Strategic Site 2 (e.g., Menzione Jerry and Nabisco Inc. [90 feet southwest]). These listings may have contributed to potential environmental impacts at Strategic Site 2.

Proposed Future Use

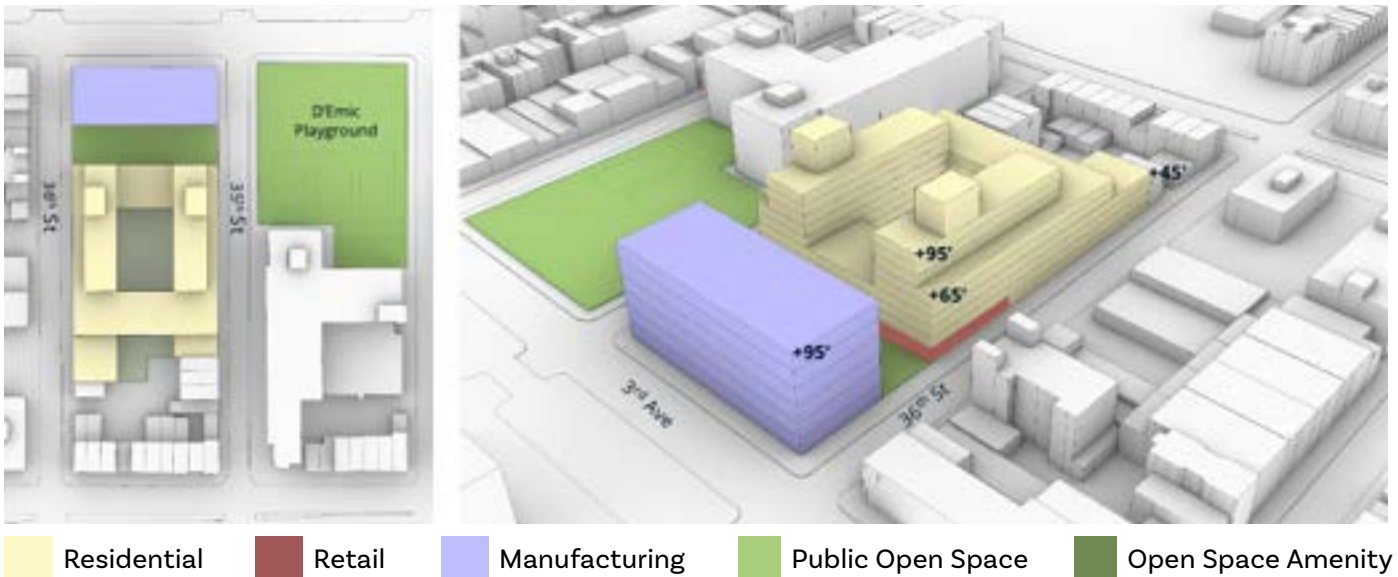
Site 2 Test Fit

Large site offers flexibility to place light industrial space independent of below building with multiple residential typologies.

Existing M1-2D Zoning District

87,967

Existing SF



Proposed R7D / M1-4 and R6A / M1-4 Zoning District

277,800

Residential SF

10,000

Retail SF

101,500

Manufacturing SF

278

Approx. Res Units

69

Est. Affordable Units

284

Approx. Jobs Onsite

This report envisions future development on parcels such as Strategic Site 2 that would blend a mix of residential, light industrial, and ground-floor retail and community facility uses to serve a range of community aspirations, including expanded housing options and the creation of modern, sustainable jobs. The proposed development scheme for this site would support approximately 278 residential units, 69 of which would be affordable under New York City's Mandatory Inclusionary Housing policy assuming Option 1 of the program, along with more than 100,000 square feet of manufacturing space, larger than the existing amount of job-supporting space on the sites. This manufacturing space could host consolidated warehousing, shipping, and logistics uses, high-tech manufacturing such as pharmaceutical, medical device, and electronic production in line with the area's growth in the healthcare sector, and, regardless of industry, should prioritize uses that

center sustainable production practices that add to the City's green economy. This concept may also blend these larger uses with an incubator space for smaller manufacturers and creators to gain a foothold in one of Brooklyn's premier industrial centers. These goals have been highlighted as community priorities in concurrent planning processes such as the G.R.I.D plan and by the Brooklyn Borough President's Office. Site 2 is currently zoned M1-2D, and would need to be rezoned to R7D/M1-4 and R6A/M1-4 designations in order to accommodate the uses proposed.

Preserving the Sunset Park View Corridor

The BOA team tested the height and bulk of the concept on Site 2 to ensure it does not interfere with the Sunset Park view corridor. The illustration below confirms that this site and concept are far enough below the elevation of Sunset Park to ensure that the vista is preserved.

Site 2 View Analysis

Sunset Park Viewpoint: Approx. +160'

Site 2 Ground Floor: Approx. +8'



Proposed R7D / M1-4 and R6A / M1-4

95'

Base Height

125'

Building Height

155'

Building Height
+ Bulkhead

Feasibility

Because the development sites in question are privately owned and in active use, the financial feasibility of this development concept requires that the land value that can be supported by the proposed development is greater than the value of the existing properties in their current form (assumed to be \$300 per built square foot based on comparable sales, or approximately \$50 million).

To estimate the supportable land value for new development, we project net income from the proposed uses, including rents and operating expenses from residential, retail, and industrial uses, and solve for how much land value can be added to total development costs (including demolition, sitework, construction, soft costs, and financing) to still secure a typical development return. Here, the estimated supportable land value would be approximately \$20.7 million (\$53 per built square foot), or nearly \$30 million less than the existing property value.

Closing this funding gap would require a number of strategies, which may include: 1) Brownfield Tax Credits, which could generate nearly \$10 million in funding based on estimates of eligible site preparation and tangible property costs; 2) capital support from the City or other stakeholders to develop new industrial space (e.g. to support the green economy); and/or 3) a reduction of light industrial space in favor of residential or retail space, both of which generate greater land value.

Project Benefits and Implications for BOA Development Principles

This report recommends the preservation and expansion of manufacturing uses where appropriate and prioritizes the preservation of jobs that are accessible to residents of all backgrounds. To achieve these objectives along with the community's housing objectives, this concept blends manufacturing, commercial, and residential uses onto the same site. In order to speak to the community's open space and environmental goals, this site places manufacturing uses closest to the Brooklyn-Queens Expressway. Behind this structure, the concept creates a publicly accessible open space in a part of the neighborhood lacking in access, which, along with the adjacent residential building, is blocked from the highway's noise and immediate air pollution. This development also proposes pedestrian and bicycle infrastructure improvements on adjacent streets, emphasizing its connection with the major employment center of Industry City and the Sunset Park waterfront across 3rd Avenue. This concept complements ongoing City efforts to reimagine 3rd Avenue, which experiences a higher rate of pedestrian and bicycle injuries than surrounding areas due to unsafe crossings and unclear bike lanes, along with a generally unwelcoming atmosphere due to the noise and size of the BQE elevated highway.

Goal	Objective
1. Development Without Displacement	1.1: Preserve Existing Affordable Housing and Strengthen Housing Security
	1.2: Create Housing Units Affordable to Long-time Neighborhood Residents
	1.3: Complete Environmental Remediation on Brownfield Sites
	1.4: Expand Economic Opportunities and Community Services for Residents
	1.5: Maintain and Modernize Manufacturing Presence and Accessible Jobs in the Area
2. Public Space for Public Good	2.1: Utilize Public Sites for Maximum Affordability
	2.2: Create More Access to Open Space
	2.3: Preserve View Corridors and Respect Built Character
	2.4: Promote Sustainable Development and Anticipate the Effects of Future Planning, Infrastructure, and Climate Change
3. Connected Communities	3.1: Address Existing Safety Concerns and Transit Accessibility
	3.2: Consider Senior Needs and Overall Accessibility
	3.3: Support Small Businesses Throughout the Community

Corridor Group A Goals

- Promote higher-density housing on the avenues, prioritizing affordable housing
- Preserve or expand manufacturing uses by testing mixed industrial/residential development on side streets
- Preserve neighborhood-serving retail and other employment opportunities
- Improve pedestrian safety/public realm

Existing Conditions

Site 3 Overview

Triangular set of sites adjacent to the 8th Ave station entrance and future IBX line



Location: 61st St and 7th Ave

Block: 5794

Lot: Multiple

Zoning District: M1-1

Existing Buildings: 26,469 SF

Ownership: Various

Observations:

- One-story warehouses and commercial spaces
- Station entrance hidden midblock along 7th Ave

Block	5794
Lots	1,6,8,11,12,13,14,15,16,17,80
Total Lot Area	39,879 SF
Existing Building Area	26,469 SF
Owner	Multiple
Land Use	Industrial and Manufacturing, Retail, Residential, Parking
Zoning	M1-1
FAR	1.0

Site Description:

Strategic Site 3 is a collection of industrial/warehouse sites on the southeast corner of 61st Street and 7th Avenue bordering the rail alignment of the N train and a future station of the Interborough Express light rail, centered at **6101 7th Avenue**. The site is approximately 39,900 square feet in area and improved with three one-story buildings, one two-story warehouse, two two-story buildings, and one two-story building. Based on online resources, operations at Strategic Site 3 include parking facilities, manufacturing facilities, residences, and mixed commercial and residential facilities.

Adjacent Uses:

Strategic Site 3 is adjoined by 61st Street, followed by two commercial buildings to the northeast; two commercial buildings to the southeast; a New York City Transit (NYCT) subway station and parts of the NYCT N and W subway structures to the south; and 7th Avenue, followed by residential and mixed commercial and residential buildings to the northwest. The surrounding area is an urban setting characterized mainly by commercial, industrial, manufacturing/warehouses and residential buildings.

Transportation and Access:

Site 3 is located on or near the B70 and B9 bus routes and directly adjacent to the western entrance to the 8 Av. Subway station serving the N line. This station will likely be the location of a future Interborough Express station. Bicycle infrastructure is lacking on streets surrounding the site. There is a protected bike lane on 62nd Street approaching the site from the west, and an unprotected bike lane along 7th Avenue, which must be shared with traffic in each direction.

Environmental History

Sanborn Maps

Sanborn Maps for Strategic Site 3 and adjoining and surrounding properties were reviewed for the years 1905, 1906, 1926, 1942, 1950, 1951, 1970, 1976 through 1983, 1986 through 1994, and 2001 through 2007. Based on the review of these Sanborn Maps, the following historical uses of Strategic Site 3 may have contributed to soil, groundwater, and/or soil vapor impacts at Strategic Site 3:

- Garage with two gas tanks (1926 – 1951; one tank installed 1926, one tank installed circa 1942)
- Junk yard on-site (1926 – 1970)
- Auto repair facility (1951 – 2007)
- Auto body manufacturing (1976 – 2007)

The following historical uses of properties adjoining and surrounding Strategic Site 3 may have also contributed to groundwater and/or soil vapor impacts at Strategic Site 3:

- Garage and repair facility with two gas tanks (1926 – 2007, one tank removed by 1951) at 713-723 61st Street (northeast-adjointing; inferred up-gradient)
- Railyard and railroad tracks (1905 - 2007) at 6128 8th Avenue (80 feet south, inferred down-gradient)
- Auto repair facility with two gas tanks (1942 - 2007) at 737-739 61st Street (60 feet northeast; inferred up- and cross-gradient)
- Tool and die manufacturing and metal stamping facility (1951 – 2001) at 755-771 61st Street (230 feet southeast; inferred cross-gradient)
- Textile screen printing (1970 – 1987) at 641-669 62nd Street (190 feet northwest; inferred up- and cross-gradient)

EDR Radius Map Report

Strategic Site 3 was listed in the following regulatory databases:

- “Pioneer Auto Repair Inc.” at 6101 7th Avenue was identified in the Underground Storage Tank (UST) and UST Finder databases under NYSDEC PBS ID 2-609277 for a closed 275 gallon, used/waste oil tank.

In addition, reported spills, petroleum storage, and RCRA generators exist and/or have existed at properties adjoining and surrounding Strategic Site 3. However, given the nature of the listings and/or location relative to Strategic Site 3, it is unlikely that these listings have contributed to environmental impacts at Strategic Site 3.

Proposed Future Use

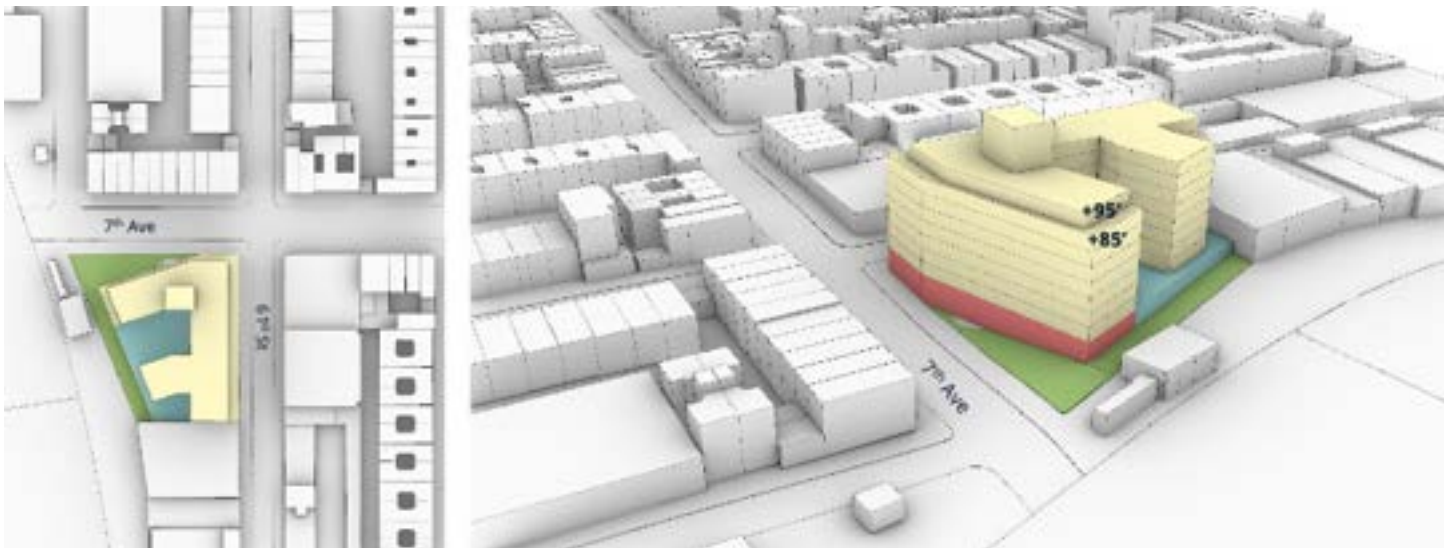
Site 3 Test Fit

A mix of uses and open space connection near the planned Interborough Express transit line.

Existing M1-1 Zoning District

26,469

Existing SF



- Residential
- Retail
- Community Facility
- Public Open Space

R7B / M1-4 Zoning District

189,200

Residential SF

11,300

Retail SF

17,300

Com Facility SF

189

Approx. Res Units

47

MIH 25% Affordable

41

Approx. Jobs Onsite

This report envisions future development on parcels proximate to IBX light rail stations with a mix of residential and active ground floor uses, providing accessible, affordable housing options close to transit. The above concept plan for Strategic Site 3 proposes the assemblage of several privately owned sites immediately adjacent to the 8th Avenue N Train station and development of approximately 189 residential units, 47 of which would be affordable under New York City’s Mandatory Inclusionary Housing policy assuming Option 1 of the program, above 11,000 square feet of neighborhood-serving retail, along with community facilities and public open space. Immediately on site, this concept proposes a publicly accessible green space to improve access and pedestrian experience near the train station entrance. This open space is envisioned as part of a larger green corridor built alongside the IBX line, similar to the public access provided on privately owned waterfront sites that have been recently rezoned in Gowanus and elsewhere in NYC.

Feasibility

Similar to Strategic Site 2, the development sites in question in Site 3 are privately owned and in active use. Therefore, the financial feasibility of this concept requires that the land value that can be supported by the proposed development is greater than the value of the existing properties in their current form (assumed to be \$400 per built square foot based on comparable sales, or approximately \$10.5 million).

To estimate the supportable land value for new development, we project net income from the proposed uses, including rents and operating expenses from residential, retail, and industrial uses, and solve for how much land value can be added to total development costs (including demolition, sitework, construction, soft costs, and financing) to still secure a typical development return. Here, the estimated supportable land value would be approximately \$21.4 million (\$98 per built square foot), or more than \$10 million greater than the existing property value.

Because the proposed development would deliver more land value than the existing use, the project as proposed is feasible. The excess land value generated by this scheme – supplemented by an estimated \$4.5 million in eligible Brownfield Tax Credits – could be used in several ways: 1) to support the construction and maintenance of public green spaces adjacent to the site; 2) to offer more affordable housing units or deeper affordability for existing units; and/or to subsidize ground-floor uses that serve community needs.

Project Benefits and Implications for BOA Development Principles

This concept seeks to preempt the potential displacement associated with the new IBX light rail project and includes over 17,000 square feet of community facility space. Feedback from nearby residents urged that this community space be prioritized for a senior center along with programming from senior-serving and other community organizations. Accordingly, the concept proposes accessibility and public realm improvements surrounding the site, including the removal of curb cuts, ADA accessibility, and bike lane enhancements to access the train station and improve circulation along 7th Avenue. Community facility space could also be used to advance BOA goals and objectives related to workforce training, healthcare access, and education opportunities for residents in surrounding areas. This proposal provides much-needed open space in a portion of the city that has historically lacked it. This concept pilots a larger idea, a land banking strategy by the State along the entire IBX corridor to ensure that a range of community needs from affordable housing, to open and community facility spaces and job generating uses are created or maintained.

Goal	Objective
1. Development Without Displacement	1.1: Preserve Existing Affordable Housing and Strengthen Housing Security
	1.2: Create Housing Units Affordable to Long-time Neighborhood Residents
	1.3: Complete Environmental Remediation on Brownfield Sites
	1.4: Expand Economic Opportunities and Community Services for Residents
	1.5: Maintain and Modernize Manufacturing Presence and Accessible Jobs in the Area
2. Public Space for Public Good	2.1: Utilize Public Sites for Maximum Affordability
	2.2: Create More Access to Open Space
	2.3: Preserve View Corridors and Respect Built Character
	2.4: Promote Sustainable Development and Anticipate the Effects of Future Planning, Infrastructure, and Climate Change
3. Connected Communities	3.1: Address Existing Safety Concerns and Transit Accessibility
	3.2: Consider Senior Needs and Overall Accessibility
	3.3: Support Small Businesses Throughout the Community

Corridor Group C Goals

- Reclaim underused transit and commercial sites as mixed-use, affordable or mixed-income housing with local retail and community facility uses
- Improve connectivity with new green space and active streetscapes
- Preempt displacement from IBX

Advancing Corridor Group B Goals

While no strategic sites were selected in the Group B Corridor due to its dense residential makeup and smaller number of underutilized industrial sites, the corridor goals set forth in this study are nevertheless exemplified in all three strategic sites. As sites in Group B become available for redevelopment in the future, whether through the renovation of existing buildings or their replacement with new uses, the following community-developed goals should be prioritized in this area in addition to the overall BOA Goals and Objectives:

Group B Goals:

- Promote higher-density housing on the avenues, prioritizing affordable housing
- Activate street life along 4th Ave through commercial uses and street improvements

- Connect residents to job opportunities at the waterfront and via transit improvements
- Preserve neighborhood-serving retail
- Preserve the view corridor to the Harbor

Advancing BOA Policy Recommendations

Creating developments that revitalize underutilized sites, address the city's housing crisis, provide family-supporting jobs, increase the services and open space available to residents, and contribute to a healthy environment require a holistic and balanced approach. The table below details how the three strategic sites in this chapter provide various methods for meeting the vision, goals, objectives, and policy recommendations set forth in this Nomination Study and should serve as templates for future growth in South Brooklyn and its brownfield sites.

Goal	Policy Recommendations	Applicable Strategic Sites
Development Without Displacement	Promote affordable housing, neighborhood-serving retail, and community facilities on underutilized M-zoned sites, particularly between 3 rd and 4 th Avenues, through rezoning for mixed-use districts.	Site 1, Site 2, Site 3
	Land-bank sites along the future IBX transit line near future stations to promote affordable housing and economic development.	Site 3
	Step buildings down on side streets to mid-block context to preserve light and air access for nearby residential uses.	Site 1, Site 2
	Integrate industrial/manufacturing uses within mixed-use districts near 3 rd Avenue and the Southwest Brooklyn IBZ that promote green, high-tech, light industrial, and creative industries.	Site 2
Public Space for Public Good	Utilize publicly owned land for 100% affordable housing production and to promote open, green space.	Site 1
	Partner community organizations with developers to program space for educational, workforce development, health care, senior, and local small business uses, particularly along north-south Avenues where community serving corridors already exist.	Site 1, Site 2, Site 3
	Preserve the active street front of north-south avenues by promoting programs that assist legacy small businesses and nonprofits with purchasing their buildings or developing agreements with landlords.	Site 1, Site 3

Goal	Policy Recommendations	Applicable Strategic Sites
Connected Communities	Establish a continuous green corridor along the future Interborough Express (IBX) alignment by requiring publicly and privately owned redevelopment sites to include publicly accessible open space, such as a walking and biking trail, throughout the section of South Brooklyn that currently lacks access to parks and green space.	Site 3
	Prioritize developments that center open space improvements, sustainable development, and green infrastructure, including Passive House and net zero development, increased planting and rain gardens to mitigate stormwater events and flooding, improved pedestrian and bike safety, and improved air quality along the BQE corridor.	Site 1, Site 2, Site 3
	Reduce truck traffic along major corridors by supporting development that integrates with freight transfer hubs on the future Interborough Express (IBX) and existing freight rail line while concentrating manufacturing and logistics uses near established truck routes such as 39 th Street and 3 rd Avenue.	Site 3

Implementation Strategy and Matrix

With the collective vision set forth in this BOA Nomination Study, South Brooklyn can be a neighborhood where residents find safe and affordable housing, a range of employment opportunities, and abundant community amenities and outdoor space free of pollution. A key next step in shaping this

future is the designation of the South Brooklyn BOA Study Area as a Brownfield Opportunity Area. The implementation matrix below provides additional next steps for local partners to advance the BOA Goals and Policy Recommendations set forth in this report.

Goal	Policy Recommendations	Time Frame	Partners	Next Steps
1. Development Without Displacement	Promote affordable housing, neighborhood-serving retail, and community facilities on underutilized M-zoned sites, particularly between 3 rd and 4 th Avenues, through rezoning for mixed-use districts.	Medium	CB7, DCP, landowners and developers, community-based organizations representing housing, small business, and social service interests.	Local community-based housing organizations and CB7 work with local developers or parties interested in development sites to prioritize these recommendations on underutilized M-zoned sites. Local community-based housing organizations and CB7 partner with DCP to explore larger scale contextual districts with a commercial overlay. CB7, DCP to prioritize projects that utilize the Universal Affordability Preference under City of Yes.
	Land-bank sites along the future IBX transit line near future stations to promote affordable housing and economic development.	Medium	CB7, property owners and developers, community-based organizations representing housing interests.	CB7, local housing CBOs partner to identify property owners along the future IBX route considering selling their property.
	Step buildings down on side streets east of 4 th Avenue to mid-block context to preserve light and air access for nearby residential uses.	Ongoing	CB7, DCP, landowners and developers.	CB7 and DCP to communicate these design considerations during permitting and rezoning processes.
	Integrate industrial/manufacturing uses within mixed-use districts near 3 rd Avenue and the Southwest Brooklyn IBZ that promote green, high-tech, light industrial, and creative industries.	Ongoing	CB7, NYCEDC, landowners and developers, community-based organizations representing housing small business interests.	Apply potential new zoning tools to allow for wider range of uses to support the local workforce. CB7, local housing CBOs partner with NYCEDC and property developers to attract green manufacturers to mixed-use industrial and residential sites.

Goal	Policy Recommendations	Time Frame	Partners	Next Steps
2. Public Space for Public Good	Utilize publicly owned land for 100% affordable housing production and to promote open, green space.	Ongoing	HPD, CB7, MTA and other public agencies with underutilized land, local housing CBOs.	Compile list of all publicly -owned land in the Study Area with future housing development potential.
	Partner community organizations with developers to program space for educational, workforce development, health care, senior, and local small business uses, particularly along north-south Avenues where community serving corridors already exist.	Ongoing	Community-based organizations representing housing, small business, and social service interests, landowners and developers, CB7	Compile list of all local educational, workforce development, employment, health care, and senior-serving organizations and small businesses seeking new and expanded space in the Study Area and CB7. Maintain this list as a database when developers seek tenants for community facilities.
	Preserve the active street front of north-south avenues by promoting programs that assist legacy small businesses and nonprofits with purchasing their buildings or developing agreements with landlords.	Medium	CB7, NYC SBS, 5 th Avenue BID	Local CBOs partner with NYC SBS to form a small business resources program in CB7. Identify small businesses in CB7 that need space to grow and work with BID to pair with building and property owners with vacant space.

Goal	Policy Recommendations	Time Frame	Partners	Next Steps
3. Connected Communities	Establish a continuous green corridor along the future Interborough Express (IBX) alignment by requiring publicly and privately owned redevelopment sites to include publicly accessible open space, such as a walking and biking trail, throughout the section of South Brooklyn that currently lacks access to parks and green space.	Ongoing	DCP, MTA, landowners and developers, NYC Parks, CB7	Sponsor study to test the feasibility of implementing a green corridor along the future IBX route. Coordinate with city agencies and private owners as IBX-adjacent sites are developed to provide for publicly accessible open space.
	Prioritize developments that center open space improvements, sustainable development, and green infrastructure, including Passive House and net zero development, increased planting and rain gardens to mitigate stormwater events and flooding, improved pedestrian and bike safety, and improved air quality along the BQE corridor.	Ongoing	CB7, landowners and developers, NYC DOT.	Communicate the community's environmental and public realm priorities to developers seeking to build in CB7. Coordinate with DOT's 3 rd Avenue Corridor Safety Study. Coordinate with CB7 and relevant city agencies to demand and secure necessary public infrastructure improvements.
	Reduce truck traffic along major corridors by supporting development that integrates with freight transfer hubs on the future Interborough Express (IBX) and existing freight rail line while concentrating manufacturing and logistics uses near established truck routes such as 39 th Street and 3 rd Avenue.	Medium	Brooklyn Borough President's Office, MTA, private freight rail companies, DCP, NYCEDC.	Align developers along the future IBX route with City plans for freight transfer hubs. Explore incentives to attract development that integrates with freight transfer hubs.

The implementation steps offer a roadmap for stakeholders in the South Brooklyn BOA area to steer future growth that is responsive to land use needs and the evolving nature of the area's economy and demographics. Future stewardship by the Fifth Avenue Committee, the stakeholders listed in this Implementation Matrix, and the advocacy of South Brooklyn residents and businesses is necessary to ensure that South Brooklyn, its unique cultural assets, and entrepreneurial spirit can adapt to changing times and that South Brooklyn can remain a place where New Yorkers can find housing, employment, recreation, and community.

Appendix

Appendix A: Inventory and Site Profiles for Brownfield, Abandoned, and Vacant Sites

Address	Brownfield Type	Record Details	Borough-Block-Lot	Zoning District	Land Use	OwnerName	Lot Area	Building Area	Built Floor Area Ratio	Number of Building	Number of Floors	Total Units	Year Built
840 5 AVENUE	Brownfield Cleanup Program	DEC Site Code: C224271, DEC Site Class: C	3006930039	M1-2	Public Facilities & Institutions	NYC SCHOOL CONSTRUCTION AUTHORITY	19,605	48,647	2.48	1	4	1	2020
737 4TH AVENUE	Brownfield Cleanup Program	DEC Site Code: C224332, DEC Site Class: A	3006520001	R8A	Mixed Residential & Commercial Buildings	745 4TH AVENUE, LLC	20,034	183,272	9.15	1	14	189	2024
471 20 STREET	Brownfield Cleanup Program	DEC Site Code: C224187, DEC Site Class: A	3008880052	M1-1	Industrial & Manufacturing	EDCA REALTY CORP	9,716	9,700	1	1	1	1	1931
471 20 STREET	State Superfund Program	DEC Site Code: 224187, DEC Site Class: N	3008880052	M1-1	Industrial & Manufacturing	EDCA REALTY CORP	9,716	9,700	1	1	1	1	1931
4013 4 AVENUE	State Superfund Program	DEC Site Code: 224244, DEC Site Class: N	3007140001	R7A	Commercial & Office Buildings	ELSAUM INC	10,017	6,500	0.65	1	1	1	1950
6128 8 AVENUE	E-Designation	E Number: E-178, CEQR Number: 06DCP082K, Window Wall Attenuation & Alternate Ventilation	3057940075	C4-2	Parking Facilities	EIGHTH AVE. VA LLC	160,700	-	0	1	0	0	0
6128 8 AVENUE	E-Designation	E Number: R-101, CEQR Number: 06DCP082K	3057940075	C4-2	Parking Facilities	EIGHTH AVE. VA LLC	160,700	-	0	1	0	0	0
6401 4 AVENUE	E-Designation	E Number: E-236, CEQR Number: 09DCP075K, Hazardous Materials* Phase I and Phase II Testing Protocol	3058180005	R7A	Transportation & Utility	SPARTAN PETROLEUM CORP.	7,506	1,437	0.19	2	1	1	1972
6321 4 AVENUE	E-Designation	E Number: E-236, CEQR Number: 09DCP075K, Hazardous Materials* Phase I and Phase II Testing Protocol	3058090001	R7A	Public Facilities & Institutions	6321 4TH AVENUE LLC	3,975	3,975	1	1	1	1	1939
6317 4 AVENUE	E-Designation	E Number: E-236, CEQR Number: 09DCP075K, Hazardous Materials* Phase I and Phase II Testing Protocol	3058090003	R7A	Public Facilities & Institutions	6317 4TH AVENUE LLC	5,000	4,750	0.95	1	1	1	1931
6215 4 AVENUE	E-Designation	E Number: E-236, CEQR Number: 09DCP075K, Hazardous Materials* Phase I and Phase II Testing Protocol	3058000001	R7A	Commercial & Office Buildings	FOURTH AVENUES MANAGEMENT, CORP.	20,000	12,000	0.6	1	1	1	1932
6208 4 AVENUE	E-Designation	E Number: E-236, CEQR Number: 09DCP075K, Hazardous Materials* Phase I and Phase II Testing Protocol	3057990034	R7A	Commercial & Office Buildings	6208 4TH AVENUE LLC	10,000	4,428	0.44	1	1	1	1946
6102 4 AVENUE	E-Designation	E Number: E-236, CEQR Number: 09DCP075K, Hazardous Materials* Phase I and Phase II Testing Protocol	3057900035	R7A	Transportation & Utility	HERON REAL ESTATE CORP	8,192	2,015	0.25	1	1	1	1957
5223 4 AVENUE	E-Designation	E Number: E-236, CEQR Number: 09DCP075K, Hazardous Materials* Phase I and Phase II Testing Protocol	3008070001	R7A	Mixed Residential & Commercial Buildings	LIU, HONG BING	2,000	3,800	1.9	1	3	4	1931
5217 4 AVENUE	E-Designation	E Number: E-236, CEQR Number: 09DCP075K, Hazardous Materials* Phase I and Phase II Testing Protocol	3008070002	R7A	Mixed Residential & Commercial Buildings	MAN SHEK INC	3,000	5,400	1.8	1	3	6	1931

Address	Brownfield Type	Record Details	Borough-Block-Lot	Zoning District	Land Use	OwnerName	Lot Area	Building Area	Built Floor Area Ratio	Number of Building	Number of Floors	Total Units	Year Built
5204 4 AVENUE	E-Designation	E Number: E-236, CEQR Number: 09DCP075K, Hazardous Materials* Phase I and Phase II Testing Protocol	3008060035	R7A	Commercial & Office Buildings	5204-5208 4TH AVE LLC	6,000	6,000	1	1	1	1	1931
5107 4 AVENUE	E-Designation	E Number: E-236, CEQR Number: 09DCP075K, Hazardous Materials* Phase I and Phase II Testing Protocol	3007990006	R7A	Commercial & Office Buildings	5111 4TH AVENUE EQUITY REALTY HOLDINGS L LC	5,000	15,000	3	1	2	1	1931
5118 4 AVENUE	E-Designation	E Number: E-236, CEQR Number: 09DCP075K, Hazardous Materials* Phase I and Phase II Testing Protocol	3007980041	R7A	Commercial & Office Buildings	5120 REALTY CORP	5,000	2,000	0.4	1	1	3	1931
4617 4 AVENUE	E-Designation	E Number: E-236, CEQR Number: 09DCP075K, Hazardous Materials* Phase I and Phase II Testing Protocol	3007560003	R7A	Mixed Residential & Commercial Buildings	3368 REALTY LLC	2,050	3,720	1.81	1	3	3	1899
4613 4 AVENUE	E-Designation	E Number: E-236, CEQR Number: 09DCP075K, Hazardous Materials* Phase I and Phase II Testing Protocol	3007560004	R7A	Multi-Family Walk-Up Buildings	RODRIGUEZ, BLANCA M	4,000	1,800	0.45	1	2.5	4	1911
4111 4 AVENUE	E-Designation	E Number: E-236, CEQR Number: 09DCP075K, Air Quality - #2 Fuel Oil or Natural Gas for heating, ventilating and air conditioning systems;Exhaust stack location limitations;Hazardous Materials* Phase I and Phase II Testing Protocol	3007190006	R7A	Commercial & Office Buildings	41ST STREET REALTY LLC	10,017	2,200	0.22	1	1	1	1999
3921 7 AVENUE	E-Designation	E Number: E-236, CEQR Number: 09DCP075K, Air Quality - #2 Fuel Oil or Natural Gas for heating, ventilating and air conditioning systems;Exhaust stack location limitations	3009150001	R7A	Mixed Residential & Commercial Buildings	3921 XIES PROPERTY LLC	2,533	3,200	1.26	1	3	6	1935
3919 7 AVENUE	E-Designation	E Number: E-236, CEQR Number: 09DCP075K, Air Quality - #2 Fuel Oil or Natural Gas for heating, ventilating and air conditioning systems;Exhaust stack location limitations	3009150002	R7A	One & Two Family Buildings	PAUL I PEREZ	2,483	2,080	0.84	1	2	2	1910
3917 7 AVENUE	E-Designation	E Number: E-236, CEQR Number: 09DCP075K, Air Quality - #2 Fuel Oil or Natural Gas for heating, ventilating and air conditioning systems;Exhaust stack location limitations	3009150003	R7A	Multi-Family Walk-Up Buildings	JIN, REN YI	2,500	2,700	1.08	1	2	3	1910

Address	Brownfield Type	Record Details	Borough-Block-Lot	Zoning District	Land Use	OwnerName	Lot Area	Building Area	Built Floor Area Ratio	Number of Building	Number of Floors	Total Units	Year Built
3915 7 AVENUE	E-Designation	E Number: E-236, CEQR Number: 09DCP075K, Air Quality - #2 Fuel Oil or Natural Gas for heating, ventilating and air conditioning systems;Exhaust stack location limitations	3009150004	R7A	One & Two Family Buildings	ROSARIA D'AMBRA	2,500	1,400	0.56	2	2	2	1910
4013 4 AVENUE	E-Designation	E Number: E-236, CEQR Number: 09DCP075K, Air Quality - #2 Fuel Oil or Natural Gas for heating, ventilating and air conditioning systems;Exhaust stack location limitations;Hazardous Materials* Phase I and Phase II Testing Protocol	3007140001	R7A	Commercial & Office Buildings	ELSAUM INC	10,017	6,500	0.65	1	1	1	1950
4001 4 AVENUE	E-Designation	E Number: E-236, CEQR Number: 09DCP075K, Air Quality - #2 Fuel Oil or Natural Gas for heating, ventilating and air conditioning systems;Exhaust stack location limitations;Hazardous Materials* Phase I and Phase II Testing Protocol	3007140006	R7A	Transportation & Utility	4001 4TH LLC	10,017	1,860	0.19	1	1	1	1965
3918 4 AVENUE	E-Designation	E Number: E-236, CEQR Number: 09DCP075K, Hazardous Materials* Phase I and Phase II Testing Protocol	3007080042	R7A	Commercial & Office Buildings	PIZZO 3918 LLC	7,517	5,250	0.7	1	1	1	1954
897 4 AVENUE	E-Designation	E Number: E-236, CEQR Number: 09DCP075K, Hazardous Materials* Phase I and Phase II Testing Protocol	3006850002	R7A	Mixed Residential & Commercial Buildings	G & S PROPERTY OWNERS, LLC	2,587	5,450	2.11	1	3	5	1932
895 4 AVENUE	E-Designation	E Number: E-236, CEQR Number: 09DCP075K, Hazardous Materials* Phase I and Phase II Testing Protocol	3006850003	R7A	Mixed Residential & Commercial Buildings	BASAD PARTNERS ON 4TH LLC	2,587	4,000	1.55	1	3	5	1923
889 4 AVENUE	E-Designation	E Number: E-236, CEQR Number: 09DCP075K, Hazardous Materials* Phase I and Phase II Testing Protocol	3006850006	R7A	Mixed Residential & Commercial Buildings	KALLIOPE REALTY OF NY LLC	2,587	4,000	1.55	1	3	6	1925
885 4 AVENUE	E-Designation	E Number: E-236, CEQR Number: 09DCP075K, Hazardous Materials* Phase I and Phase II Testing Protocol	3006850007	R7A	Mixed Residential & Commercial Buildings	ELENATOS REALTY, LLC	2,587	4,800	1.86	1	3	6	1925

Address	Brownfield Type	Record Details	Borough-Block-Lot	Zoning District	Land Use	OwnerName	Lot Area	Building Area	Built Floor Area Ratio	Number of Building	Number of Floors	Total Units	Year Built
867 4 AVENUE	E-Designation	E Number: E-236, CEQR Number: 09DCP075K, Air Quality - #2 Fuel Oil or Natural Gas for heating, ventilating and air conditioning systems; Exhaust stack location limitations; Hazardous Materials* Phase I and Phase II Testing Protocol	3006810001	R7A	Multi-Family Elevator Buildings	867 4TH AVENUE LLC	25,042	101,950	4.07	2	8	150	2020
857 4 AVENUE	E-Designation	E Number: E-236, CEQR Number: 09DCP075K, Hazardous Materials* Phase I and Phase II Testing Protocol	3006770003	R7A	Mixed Residential & Commercial Buildings	RO-ROB REALTY CORP	5,317	6,250	1.18	1	2	2	1940
833 4 AVENUE	E-Designation	E Number: E-236, CEQR Number: 09DCP075K, Hazardous Materials* Phase I and Phase II Testing Protocol	3006730001	R7A	Transportation & Utility	SCHENKEL TIC, LLC	20,033	2,562	0.13	2	1	1	2004
737 4TH AVENUE	E-Designation	E Number: E-575, CEQR Number: 19DCP127K, Exhaust stack location limitations; Hazardous Materials* Phase I and Phase II Testing Protocol; Window Wall Attenuation & Alternate Ventilation	3006520001	R8A	Mixed Residential & Commercial Buildings	745 4TH AVENUE, LLC	20,034	183,272	9.15	1	14	189	2024
691 4 AVENUE	E-Designation	E Number: E-152, CEQR Number: 06DCP014K, Underground Gasoline Storage Tanks* Testing Protocol.	3006430001	R8A	Parking Facilities	E HOME REAL ESTATE 1 LLC	10,017	-	0	0	0	0	0
683 4 AVENUE	E-Designation	E Number: E-152, CEQR Number: 06DCP014K, Underground Gasoline Storage Tanks* Testing Protocol.	3006430005	R8A	Multi-Family Elevator Buildings	GREENWOOD ON FOURTH LLC	2,263	13,593	6.01	1	9	16	2008
681 4 AVENUE	E-Designation	E Number: E-152, CEQR Number: 06DCP014K, Underground Gasoline Storage Tanks* Testing Protocol.	3006430006	R8A	Mixed Residential & Commercial Buildings	681 4TH AVE LLC	1,500	2,680	1.79	1	3	3	1910
651 4 AVENUE	E-Designation	E Number: E-152, CEQR Number: 06DCP014K, Underground Gasoline Storage Tanks* Testing Protocol.	3006370001	R8A	Mixed Residential & Commercial Buildings	651 4TH AVE LLC	5,487	44,160	8.05	1	11	28	2023
635 4 AVENUE	E-Designation	E Number: E-152, CEQR Number: 06DCP014K, Underground Gasoline Storage Tanks* Testing Protocol.	3006340001	R8A	Mixed Residential & Commercial Buildings	635 4TH AVENUE HOLDINGS LLC	10,033	80,234	8	1	12	92	2016
627 4 AVENUE	E-Designation	E Number: E-152, CEQR Number: 06DCP014K, Underground Gasoline Storage Tanks* Testing Protocol.	3006340005	R8A	Commercial & Office Buildings	621-627 4TH AVENUE LLC	10,000	4,700	0.47	1	1	1	2001

Address	Brownfield Type	Record Details	Borough-Block-Lot	Zoning District	Land Use	OwnerName	Lot Area	Building Area	Built Floor Area Ratio	Number of Building	Number of Floors	Total Units	Year Built
605 4 AVENUE	E-Designation	E Number: E-152, CEQR Number: 06DCP014K, Air Quality - HVAC fuel limited to natural gas;Underground Gasoline Storage Tanks* Testing Protocol.;Window Wall Attenuation & Alternate Ventilation	3006310007	R8A	Commercial & Office Buildings	SHELAK REALTY CO INC	3,600	3,600	1	1	1	1	1962
603 4 AVENUE	E-Designation	E Number: E-152, CEQR Number: 06DCP014K, Air Quality - HVAC fuel limited to natural gas;Underground Gasoline Storage Tanks* Testing Protocol.;Window Wall Attenuation & Alternate Ventilation	3006310009	R8A	Mixed Residential & Commercial Buildings	603 4TH AVENUE REALTY, LLC	1,600	6,339	3.96	1	4	7	2012
156 17 STREET	E-Designation	E Number: E-495, CEQR Number: 18BSA064K, Hazardous Materials* Phase I and Phase II Testing Protocol	3006300022	M1-2D	Public Facilities & Institutions	LA MIRADA-SCHIPPER, LLC	6,935	33,253	4.79	1	9	1	2022
571 4 AVENUE	E-Designation	E Number: E-152, CEQR Number: 06DCP014K, Air Quality - HVAC fuel limited to natural gas;Underground Gasoline Storage Tanks* Testing Protocol.;Window Wall Attenuation & Alternate Ventilation	3010520007	R8A	One & Two Family Buildings	ATIA	2,107	1,800	0.85	1	2	2	1899
569 4 AVENUE	E-Designation	E Number: E-152, CEQR Number: 06DCP014K, Air Quality - HVAC fuel limited to natural gas;Underground Gasoline Storage Tanks* Testing Protocol.;Window Wall Attenuation & Alternate Ventilation	3010520008	R8A	One & Two Family Buildings	FULOP, JACOB	2,107	1,800	0.85	1	2	2	1899
565 4 AVENUE	E-Designation	E Number: E-152, CEQR Number: 06DCP014K, Air Quality - HVAC fuel limited to natural gas;Underground Gasoline Storage Tanks* Testing Protocol.;Window Wall Attenuation & Alternate Ventilation	3010520009	R8A	Mixed Residential & Commercial Buildings	AHMED ATIA	2,394	4,500	1.88	1	3	6	1925
584 4 AVENUE	E-Designation	E Number: E-152, CEQR Number: 06DCP014K, Air Quality - HVAC fuel limited to natural gas;Underground Gasoline Storage Tanks* Testing Protocol.;Window Wall Attenuation & Alternate Ventilation	3010510039	R8A	Mixed Residential & Commercial Buildings	4TH AVENUE QOZB LLC	6,500	47,125	7.25	1	9	49	2022

Address	Brownfield Type	Record Details	Borough-Block-Lot	Zoning District	Land Use	OwnerName	Lot Area	Building Area	Built Floor Area Ratio	Number of Building	Number of Floors	Total Units	Year Built
563 4 AVENUE	E-Designation	E Number: E-152, CEQR Number: 06DCP014K, Air Quality - HVAC fuel limited to natural gas;Underground Gasoline Storage Tanks* Testing Protocol.;Window Wall Attenuation & Alternate Ventilation	3010520010	R8A	Mixed Residential & Commercial Buildings	SLAWIK KRYSTYNA	1,310	3,030	2.31	1	3	3	1925
574 4 AVENUE	E-Designation	E Number: E-152, CEQR Number: 06DCP014K, Air Quality - HVAC fuel limited to natural gas;Underground Gasoline Storage Tanks* Testing Protocol.;Window Wall Attenuation & Alternate Ventilation	3010510033	R8A	Multi-Family Elevator Buildings	G.A.P. REALTY GROUP, LLC	13,667	111,451	8.15	1	12	81	2009
740 5 AVENUE	DEC Spill Incident	Spill Number: 8703559, Site ID: 126157, Spill Date: 7/31/1987 9:20, Source: Gasoline Station or other PBS Facility, Class: B3, Spiller Company: EXXONMOBIL	3006520039	M1-1D	Commercial & Office Buildings	CC 740 5TH AVE LLC	10,017	2,244	0.22	2	1	1	1960
154 29 STREET	DEC Spill Incident	Spill Number: 9515879, Site ID: 75551, Spill Date: 3/11/1996 12:00, Source: Institutional, Educational, Gov., Other, Class: B3, Spiller Company: NYC POLICE DEPT 72 PCT	3006680029	M1-2D	Public Facilities & Institutions	NYC POLICE DEPARTMENT	32,053	53,600	1.67	1	2	0	1920
842 5 AVENUE	DEC Spill Incident	Spill Number: 9406838, Site ID: 250699, Spill Date: 8/19/1994 2:00, Source: Gasoline Station or other PBS Facility, Class: C3, Spiller Company: WOLF PETROLEUM	3006970040	M1-2	Transportation & Utility	BILL WOLF PETROLEUM CORP	9,706	1,800	0.19	2	1	1	1956
737 4TH AVE	DEC Spill Incident	Spill Number: 9305122, Site ID: 266438, Spill Date: 7/19/1993 12:00, Source: Commercial/Industrial, Class: B3, Spiller Company: RALPH AND SUSAN GUARINO	3006520001	R8A	Multi-Family Elevator Buildings	745 4TH AVENUE, LLC	20,034	183,272	9.15	1	14	189	2024
7 AVENUE	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3058020055	M1-2	Vacant Land	PENTECOSTAL CHRISTIAN CHURCH	7,750	-	0	1	0	0	0
6 AVENUE	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3058020082	M1-2	Vacant Land	COURT SQUARE TOWER LLC	1,460	-	0	0	0	0	0
62 STREET	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3057900146	R7A	Vacant Land	6112 AVENUE LLC	723	-	0	0	0	0	0
62 STREET	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3057990015	R4-1	Vacant Land	HERVATIN, HERMAN	1,917	-	0	0	0	0	0
3 AVENUE	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3057900066	R4-1	Vacant Land	PN PLASENCIA INK TRUST DTD 09/21/19	1,112	-	0	0	0	0	0

Address	Brownfield Type	Record Details	Borough-Block-Lot	Zoning District	Land Use	OwnerName	Lot Area	Building Area	Built Floor Area Ratio	Number of Building	Number of Floors	Total Units	Year Built
61 STREET	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3057900012	R6A	Vacant Land	YESHIVA MACHZIKEI HADAS	535	-	0	0	0	0	0
459 20 STREET	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3008880061	M1-1	Vacant Land	448 19 LLC	2,504	-	0	0	0	0	0
457 20 STREET	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3008880062	M1-1	Vacant Land	448 19 LLC	2,504	-	0	0	0	0	0
455 20 STREET	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3008880063	M1-1	Vacant Land	448 19 LLC	2,504	-	0	0	0	0	0
440 19 STREET	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3008880019	M1-1	Vacant Land	448 19 LLC	12,343	-	0	0	0	0	0
22 STREET	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3008980063	R6B	Vacant Land	EV 6TH STREET CORP	2,179	-	0	0	0	0	0
22 STREET	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3008980064	R6B	Vacant Land	EV 6TH STREET CORP	2,504	-	0	0	0	0	0
7 AVENUE	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3008860041	R6B	Vacant Land	352 19 ST REALTY CORP	1,812	-	0	0	0	0	0
218 24 STREET	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3006510023	M1-2D	Vacant Land	KRAWIEC, DANUTA	1,675	-	0	0	0	0	0
148 23 STREET	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3006480024	M1-2D	Vacant Land	GREENWOOD ASSOCIATES	1,878	-	0	0	0	0	0
4 AVENUE	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3006360138	M1-2D	Vacant Land	NYC DEPARTMENT OF CITYWIDE ADMINISTRATIVE SERVICES	18	-	0	0	0	0	0
16 STREET	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3010470070	R6B	Vacant Land	FIROUZAN, STEVEN	58	-	0	0	0	0	0
161 PROSPECT AVENUE	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3010510050	R6B	Vacant Land	161 PROSPECT REALTY CORP.	853	-	0	0	0	0	0
PROSPECT AVENUE	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3010510069	R6B	Vacant Land	143-145 PROSPECT LLC	120	-	0	0	0	0	0
16 STREET	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3010460078	R6A	Vacant Land	GINSBURG, NIMROD	608	-	0	0	0	0	0
60 STREET	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3057810011	R6B	Vacant Land	645 JC COIN REALTY, LLC	2,000	-	0	0	0	0	0
4 AVENUE	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3008390002	R7A	Vacant Land	EMELY LATALLADI AS TRUSTEE	1,667	-	0	0	0	0	0
56 STREET	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3008380034	R7A	Vacant Land	SUTTON VIOLET K	100	-	0	0	0	0	0
55 STREET	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3008300011	R6B	Vacant Land	AGUILAR, ANITA	401	-	0	0	0	0	0
3 AVENUE	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3007820001	R6B	Vacant Land	NYC DEPARTMENT OF CITYWIDE ADMINISTRATIVE SERVICES	150	-	0	0	0	0	0
318 49 STREET	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3007820013	R6B	Vacant Land	234-236 52ND REALTYLLC	1,503	-	0	0	0	0	0
316 49 STREET	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3007820012	R6B	Vacant Land	234-236 52ND REALTY	1,503	-	0	0	0	0	0
314 49 STREET	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3007820011	R6B	Vacant Land	234-236 52ND REALTYLLC	1,553	-	0	0	0	0	0

Address	Brownfield Type	Record Details	Borough-Block-Lot	Zoning District	Land Use	OwnerName	Lot Area	Building Area	Built Floor Area Ratio	Number of Building	Number of Floors	Total Units	Year Built
48 STREET	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3007730017	R6B	Vacant Land	HERNANDEZ, OCTAVIO	2,003	-	0	1	0	0	0
359 49 STREET	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3007730050	R6B	Vacant Land	TOMAS M. FIGUEROA	2,003	-	0	0	0	0	0
758A 39 STREET	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3009150125	M1-2	Vacant Land	39WE LLC	1,252	-	0	0	0	0	0
39 STREET	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3009150025	M1-2	Vacant Land	39 WE LLC	1,252	-	0	0	0	0	0
712 39 STREET	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3009150009	M1-2	Vacant Land	348 37TH STREET LLC	2,113	-	0	1	0	0	0
45 STREET	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3007370073	R6B	Vacant Land	ROBLES, JUAN JOSE	100	-	0	0	0	0	0
358 43 STREET	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3007280031	R6B	Vacant Land	VIKING ESTATES LLC	2,504	-	0	0	0	0	0
342 43 STREET	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3007280025	R6B	Vacant Land	342 43RD ST LLC	1,953	-	0	0	0	0	0
39 STREET	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3009030148	M1-2	Vacant Land	RUIZ, SONIA	255	-	0	0	0	0	0
39 STREET	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3009030151	M1-2	Vacant Land	NYC DEPARTMENT OF CITYWIDE ADMINISTRATIVE SERVICES	1,225	-	0	0	0	0	0
351 40 STREET	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3007080052	R6B	Vacant Land	ARACENA, JOSE	2,003	-	0	1	0	0	0
40 STREET	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3007080053	R6B	Vacant Land	ARACENA, JOSE	2,003	-	0	0	0	0	0
172 34 STREET	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3006880035	M1-2D	Vacant Land	NYC SCHOOL CONSTRUCTION AUTHORITY	2,003	-	0	1	0	0	0
32 STREET	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3006770080	R6B	Vacant Land	MANGIER L	405	-	0	0	0	0	0
151 30 STREET	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3006680047	M1-2D	Vacant Land	COTTO, REGINA V	2,504	-	0	0	0	0	0
186 30 STREET	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3006730014	R6B	Vacant Land	ONE86 LLC	2,504	-	0	0	0	0	0
237A 27 STREET	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3006580046	M1-1D	Vacant Land	237A 27TH ST LLC	3,406	-	0	1	0	0	0
216 26 STREET	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3006580013	M1-1D	Vacant Land	COLGATE REALTY LLC	10,017	-	0	0	0	0	0
367 36 STREET	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3006920048	M1-2D	Vacant Land	367-36 REALTY LLC	1,729	-	0	0	0	0	0
320 37 STREET	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3007000013	M1-2D	Vacant Land	ABOVEGROUND COLLECTIVE LLC	2,504	-	0	0	0	0	0
150 22 STREET	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3006450023	M1-2D	Vacant Land	PIETANZA JOSEPH	2,504	-	0	1	0	0	0
3 AVENUE	Vacant Lot	Vacant lot determined from PLUTO LandUse code	3006420001	M1-2D	Vacant Land	DOMINICK MASSA	200	-	0	0	0	0	0

