

## **GUARANTEE 40% AFFORDABLE HOUSING**

Mandatory inclusionary zoning is clearly the most effective way to meet the community's affordable housing needs. If this option is not available, voluntary incentives must be great enough to overcome the difficulty of constructing affordable units.

### **COMMUNITY'S PLAN TO GUARANTEE 40% AFFORDABLE HOUSING**

#### **Lower the base height/density on all developments to provide deeper incentives to build affordable housing.**

Under the current city proposal many developers will not build any affordable units. Lowering the base FAR to 2.43 (as opposed to the City's base FAR of 4.0) on the waterfront could provide the necessary incentive for developers to actually build affordable units. On upland sites, development bonuses should only be allowed in exchange for 30% affordability.

#### **Create a legally binding requirement that the City develops 100% affordable units on publicly owned sites in order to meet the overall goal of 40% affordable housing.**

#### **Extend the existing 421-a tax abatement exclusion zone to the Greenpoint/Williamsburg rezoning area.**

Currently Brooklyn developers receive the 421-a tax abatement as-of-right for all of their projects. In a 421a exclusion zone, developers must build affordable units in order to receive this tax abatement.

#### **Create a Greenpoint/Williamsburg Waterfront Housing Development Corporation**

An authorized public entity composed of community leader, public officials and agency staff would empower the community to monitor the development of affordable units and ensure the fulfillment of all agreements into the future.

#### **Include anti-harassment/anti-demolition provisions in the zoning text to protect current residents from displacement.**

Provide adequate funding for local tenant advocacy services and city staff to support these provisions.

#### **Lower the household income brackets to ensure that current Greenpoint/Williamsburg residents most in need of housing will be eligible for the new affordable units.**

Based on CB#1's median household income, the plan should aim to create affordable units meeting the needs of a range of households: 1/3 of the units for household with incomes less than \$20,000, 1/3 for households making between \$20,000-\$50,000, and 1/3 for the \$50,000-94,000 range.

## **REDUCE THE HEIGHT & BULK OF NEW DEVELOPMENTS TO PRESERVE THE EXISTING LOW-RISE NEIGHBORHOOD CHARACTER**

The City's proposal permits the development of rows of high-rise luxury waterfront towers some as tall as 40-stories high. It creates a monolithic 6-story street wall along West Street and parts of Kent Ave. It allows denser projects upland without design flexibility thereby creating large, monotonous developments.

### **THE COMMUNITY'S PLAN FOR MORE APPROPRIATE DEVELOPMENT**

**Limit the waterfront tower heights to 15-20 stories.**

**Reduce the base density (Floor Area Ratio or FAR) *and* create a sufficient density bonus for waterfront development to provide deeper incentives to build affordable housing while better conforming to the upland neighborhoods.**

Reduce the base FAR to 2.43 (which conforms to the upland neighborhoods) as opposed to the City's base FAR of 4.0.

Reduce the maximum bonus FAR to 3.7 as opposed to the City's proposed FAR of 4.7.

**Changes the urban design of the waterfront lots to extend the neighborhood character to the waterfront.**

Require variation in tower placement to ensure that towers do not become a wall along the waterfront

Require a diverse street-wall to ensure a better connection to the surrounding neighborhood

Require a larger buffer between the waterfront esplanade and the new development to ensure a greater demarcation between private and public land and allow for access for bicycles and other non-vehicular access

**Reduce the proposed density and limit the heights of upland developments to complement the diverse mix of scale and building types found throughout the community and to promote adaptive re-use of existing structures.**

**Reduce allowable height & density next to the Greenpoint Historic District and McCarren Park to maximize light & air.**

### **RESERVE INDUSTRIAL & ARTISANAL JOBS IN GREENPOINT/ WILLIAMSBURG**

The City's proposed "MX" zoning would allow as-of-right residential development in buildings currently occupied by industry, threatening most of these companies and jobs with displacement.

Almost all of these jobs are in the 150 upland blocks in the rezoning. There are very few jobs on the waterfront blocks, which should be rezoned to allow for reasonable residential and park development.

## **THE COMMUNITY'S PLAN TO PROTECT NORTH BROOKLYN JOBS**

### **Remove additional upland manufacturing blocks from the rezoning area with high concentrations of employment.**

This would protect & stabilize existing, viable mixed-use areas. (30 blocks is only 17% of the total 175 block area!)

Keep the 13 blocks recently removed from the study area out of the rezoning.

### **Create a \$42 million non-profit development fund to help subsidize affordable industrial space.**

This allows the acquisition of over ½ million square feet of industrial space, enough affordable production space for approximately 1,400 jobs and non-profit industrial developers to compete in a speculative residential real estate market.

### **Create a local Relocation Fund to help displaced businesses stay within New York City.**

There is virtually no money left in the City's existing program, and the new industrial policy would provide no relocation benefits to companies seeking to remain in Greenpoint/Williamsburg.

## ***WHY INDUSTRY NEEDS TO BE IN GREENPOINT/WILLIAMSBURG***

*4,000 skilled, creative workers depend on these jobs to support their families*

*- 80% of the companies employ local residents*

*- Over 60% of industrial companies rent their space and are vulnerable to displacement*

*- 100% of these companies need manufacturing-zoned land to operate*

*Clustering artisanal businesses and proximity to Manhattan markets and customers increases competitiveness*

*Internationally-renowned creative community is worth protecting*

*Saving jobs is a priority recommendation in the Williamsburg Waterfront 197-a community based plan*

## **CREATE ADDITIONAL WATERFRONT PARKLAND AND IMMEDIATELY DEVELOP A CONTINUOUS PUBLIC WATERFRONT PROMENADE**

Although the City's proposal includes a new waterfront park, it provides *no net increase* in the amount of open space/person given the projected population increase. This particularly affects Greenpoint where the bulk of the new development will occur.

It would also create a patchwork waterfront promenade that is privately controlled and could take decades to connect together.

Once the waterfront is developed there will be no space to add more parks in the future.

## **THE COMMUNITY'S PLAN TO CREATE ADDITIONAL PARKLAND ON THE**

## **WATERFRONT**

**Create additional parkland adjacent to the Bushwick Creek Inlet, the former site of Continental Iron Works where the Civil War Ironclad "Monitor" was built and launched.**

To achieve this important goal, parcels of land between Quay Street and the Inlet must be *removed* from this zoning action. The City must then initiate an immediate follow-up "corrective" action to add these parcels to those already mapped as parkland, and if necessary acquire them through eminent domain.

**Create additional and much-needed parkland at the "MTA lot" on Commercial Street in north Greenpoint.**

This site is currently owned by the City and leased to the MTA for bus repairs. It is an undervalued use and is not water-dependent. Hence, the City must *remove* this parcel from the rezoning and initiate a follow-up action to map it as a City Park.

**Enlarge the Newtown Creek Barge Park Playground to become a significant active-use park in northern Greenpoint.**

Enlarge the Newtown Creek Barge Park Playground to become a significant active-use park in northern Greenpoint. The City-owned MTA lot should be swapped with the adjacent "Lot 100" owned by the Greenpoint Lumber Exchange. This will create a new 8-acre contiguous active park where the majority of the new residential construction is proposed.

**The proposed public shorewalk should be funded and built with capital funding, so it's *truly* a public amenity that is realized in a period of 1-3 years, instead of being built over 20-30 years by private developers.**

Recently for the Hudson Yards rezoning in Manhattan, the City Council wisely provided future capital funds for open space, transportation and other needs, thereby setting a precedent for doing the same in Greenpoint/Williamsburg. The shorewalk should then be turned over to City Parks and managed in partnership with a new "Park Alliance" community organization.