



**PINNACLE
REALTY**
OF NEW YORK, LLC

EXCLUSIVE LISTING

FOR SALE



330 CALYER STREET

BROOKLYN, NY 11222

Prime Greenpoint One-Story Building for Sale

Street-to-Street with Easy Access
Near All Major Highways

Type

Warehouse / Industrial



SQUARE FOOT

20,000_{SF}



ZONING

M1-1



CLEAR HEIGHT

17'



PARCEL ID

2605

BLOCK



LOADING

1 DRIVE-IN

1 LOADING DOCK



17

LOT

PRICE

Upon Request

718-784-8282 / PINNACLERENY.COM

All information is from sources deemed reliable and is submitted subject to errors, omission, changes of price or other conditions, prior sale, rent and withdrawal without notice.

Property Overview

330 Calyer Street is a notable commercial property located in the vibrant neighborhood of Greenpoint, Brooklyn. Known for its industrial charm and close proximity to Williamsburg's creative scene, this location is ideal for businesses looking to establish themselves in a bustling area with access to both Manhattan and the broader Brooklyn community.

The property offers versatile spaces, making it attractive for a variety of uses, from warehousing and manufacturing to creative studios and offices. With easy access to public transit and major roadways, 330 Calyer Street appeals to tenants seeking a strategic location that balances convenience with the neighborhood's energetic, artistic vibe.

Features

- 20,000 Sq. Ft. Warehouse
- Street-to-Street
- 1 Drive-In Door (14 Ft. Wide x 17 Ft. Tall)
- 1 Double Wide Interior Loading Dock (57 Ft. Deep)
- Sprinklered
- Office Space
- Heavy Power
- R.E. Taxes: \$81,640/Year

Ideal for

- E-Commerce
- Contractor
- Storage
- Manufacturing
- Investor
- Wholesale Wood / Metal Shop



330 CALYER STREET

BROOKLYN, NY 11222



AERIAL VIEW

TRANSPORTATION



GREENPOINT
AVE STATION



MIDTOWN TUNNEL
BQE
GREENPOINT AVE



B24: GREENPOINT AVE/
HUMBOLDT STREET



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Zoning Information

M1 districts are often buffers between M2 or M3 districts and adjacent residential or commercial districts. M1 districts typically include light industrial uses, such as woodworking shops, repair shops, and wholesale service and storage facilities. Nearly all industrial uses are allowed in M1 districts if they meet the stringent M1 performance standards. Offices, hotels and most retail uses are also permitted. Certain community facilities, such as hospitals, are allowed in M1 districts only by special permit, but houses of worship are allowed as-of-right.

Other than M1 districts paired with residence districts in Special Mixed-Use Districts, M1-5M and M1-6M districts (by special permit) and M1-D districts (by authorization or certification) are the only manufacturing districts in which residences are permitted. However, in M1-6D districts, residential use may be allowed as-of-right on zoning lots under certain conditions.

In M1-5M and M1-6M districts, mapped in parts of Chelsea, space in an industrial building may be converted to residential use, provided a specified amount of floor area is preserved for particular industrial and commercial uses.

Floor area ratios in M1 districts range from 1.0 to 10.0, depending on location; building height and setbacks are

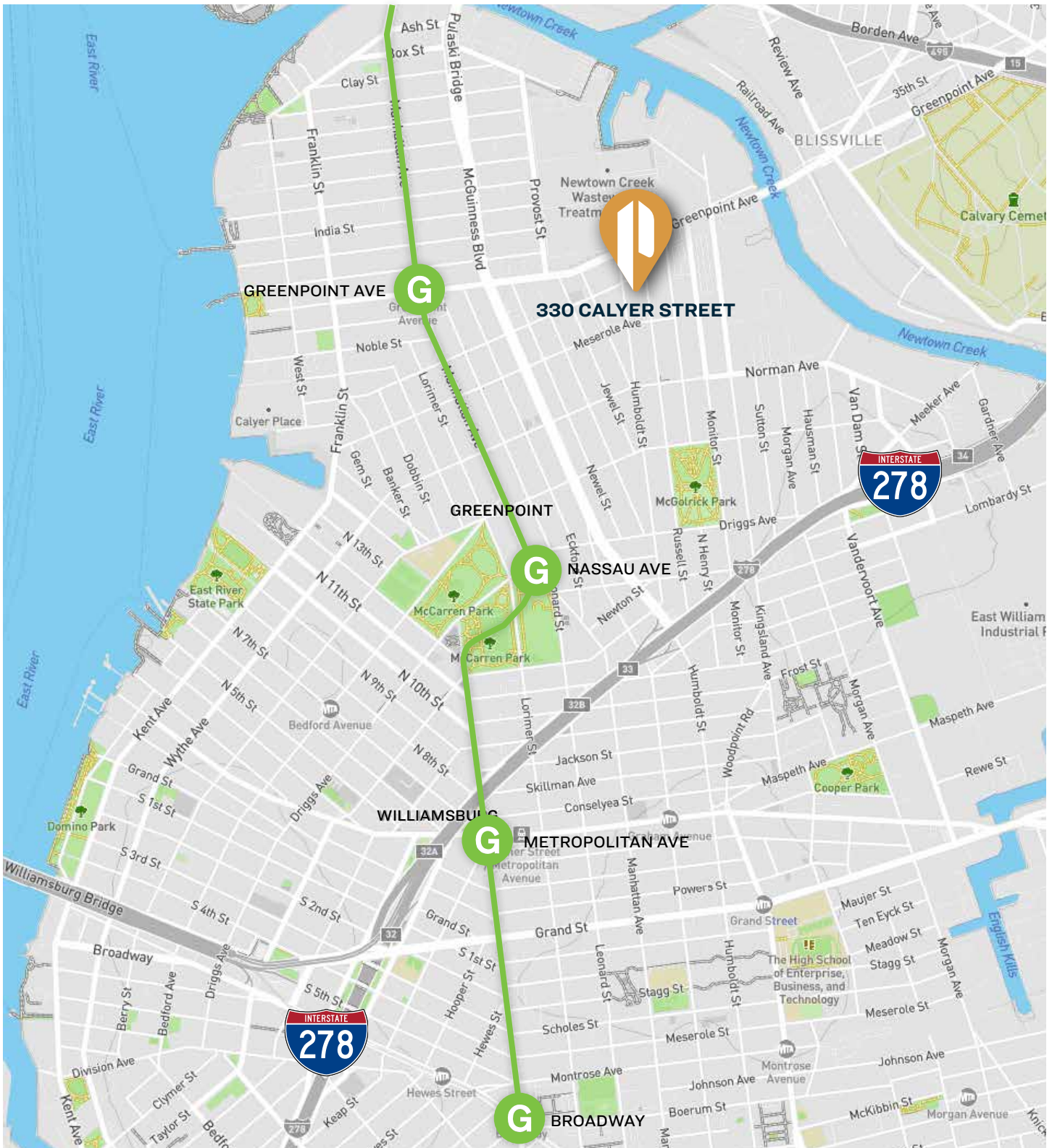
controlled by a sky exposure plane which may be penetrated by a tower in certain districts. Although new industrial buildings are usually low-rise structures that fit within sky exposure plane, commercial and community facility buildings can be constructed as towers in M1-3 through M1-6 districts. In the highest density manufacturing district, M1-6, mapped only in Manhattan, an FAR of 12 can be achieved with a bonus for a public plaza. Except along district boundaries, no side yards are required. Rear yards at least 20 feet deep are usually required, except within 100 feet of a corner.

Parking and loading requirements vary with district and use. M1-1, M1-2 and M1-3 districts are subject to parking requirements based on the type of use and size of an establishment. For example, a warehouse in an M1-1 district requires one off-street parking space per 2,000 square feet of floor area or per every three employees, whichever would be less. Parking is not required in Long Island City or M1-4, M1-5 and M1-6 districts, mapped mainly in Manhattan. Requirements for loading berths of specified dimensions differ according to district, size and type of use.

TAX AND AREA MAPS



LOCAL TRANSPORTATION



ACCESSIBILITY

Ideally Positioned

2 PENN STATION

GRAND CENTRAL TERMINAL

5 LAGUARDIA AIRPORT

COURT SQUARE

1



WORLD TRADE CENTER

ATLANTIC TERMINAL-BARCLAYS CTR

3



2 3 4 5
N R W Q
D B

PROSPECT AVE STATION

2

36TH STATION

45TH ST STATION



KEY DISTANCES



BY SUBWAY

1	COURT SQUARE	19 MIN
2	PENN STATION	33 MIN
3	ATLANTIC AVE/BARCLAYS	36 MIN
4	GRAND CENTRAL TERMINAL	40 MIN



BY CAR

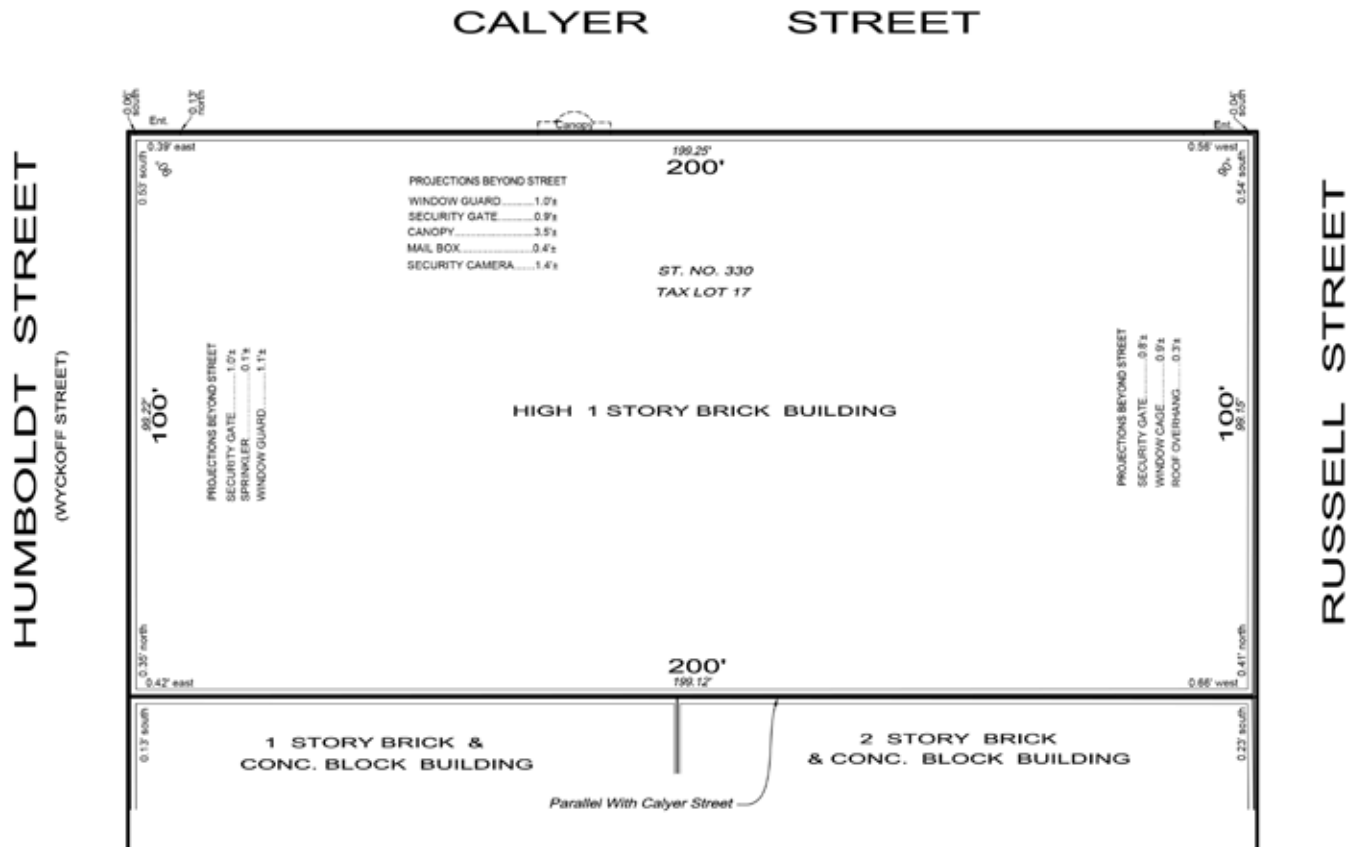
5	LAGUARDIA AIRPORT	24 MIN
6	WORLD TRADE CENTER	29 MIN



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SURVEY



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